

Local Railway Items from Area Papers - 1901

04/01/1901 Ottawa Citizen Ottawa Electric

There was a partial tie up of the Rideau Street line of the street railway last night caused by a car jumping the track. As car No. 64 was speeding northwards down the Nicholas Street hill, the motorman seemed to lose control and on reaching the curve was going too fast to turn. The car went straight ahead, jumping the track, stopping within two feet of the sidewalk in front of Bourque's store. The auxiliary car and gang were summoned and had a big contract getting the car back on the track.

04/01/1901 Almonte Gazette Pontiac and Renfrew

A new railway project for the Ottawa district is under way. A company of outside capitalists has been formed to build and to maintain a line of railway from Galetta, on the Canada Atlantic railway, northerly across the Ottawa River to a point on the Pontiac and Pacific Junction Railway between the villages of Quyon and Shawville. It is also intended to extend the railway to the town of Arnprior. The company proposes to build a bridge over the Ottawa Railway in connection with its line. The proposed line will give direct connection between the two provinces in the district which it traverses. Incorporation will be sought at the next session of parliament.

04/01/1901 Eastern Ontario Review Canada Atlantic Alexandria

New Stage Line

Mr. John Morrow, C.A.R. agent has succeeded in establishing a regular stage line from Alexandria to Green Valley to connect with all C.P.R. trains.

08/01/1901 Ottawa Citizen Chaudiere McKay Milling

One of the capital's oldest manufacturing concerns, the McKay Milling Company, is about to go out of business. After the April fire which gutted the buildings and destroyed the plant and stock therein the company sold the mill site and water power at the Chaudiere to Mr. J.R. Booth. A good figure was obtained and the directors thought it was advisable to wind up the affairs of the company rather than seek another site and start anew at present.

The McKay Milling Company was founded over 60 years ago in the days of Bytown by the late Hon. Thomas McKay.--

It is understood Mr. J.R. Booth will establish either a pulp or a grist mill on the site secured from the McKay Milling Company. As there are 3,000 horsepower available and only 500 horsepower would be necessary to run a grist mill, it is altogether the new industry will take the form of a large pulp mill. The fact that Mr. Booth has large limits and is buying and cutting pulp wood bears this out.

11/01/1901 Renfrew Mercury Kingston (CP)

Owing to increased traffic over the line of the K. & P.R. railroad, especially on market days, the company has found it necessary to post notices on the cars warning passengers that each one is entitled to seat space sufficient for one person only. Baggage, parcels, baskets, that cannot be placed under the seat or in the passenger's portion of the parcel bracket, must not be taken into the coaches, as obstruction of the aisles will not be permitted. Baggage, etc., which cannot be stored away as stated, must be placed in the Baggage car; if found in the coaches it will be removed. - Kingston Whig.

11/01/1901 Renfrew Mercury Canada Atlantic Galetta

The Canada Atlantic Railway propose to obtain authority to construct a branch from Galetta, in Fitzroy township, northerly across the Ottawa river to a point on the Pontiac and Pacific Junction Railway between Quyon and Shawville, in Pontiac county; also to make an extension of the line in question to Arnprior. The company also wants authority enabling it to build bridges, tramways, vessels, wharves, warehouses and docks, and to develop electric energy by the use of water power.

11/01/1901 Ottawa Journal Renfrew Elgin Street

Military train arrived at Elgin Street at 12 20 noon and the official reception took place at the Drill Hall.

Brown as Indians, broad shouldered, healthy, bright eyed and happy looking, the "D" Battery men arrived at the Elgin street depot to-day at twelve twenty, noon.

Major Hurdman and Lieut E.W.B. Morrison, were both looking splendid. There was not that regard for dress which marked their appearance when they left Ottawa last year, but there were indications of fitness for duty and present in the minds of all spectators was the good record of the men of "D" battery.

All wore wide sombrero hats. Some of the gunners had their hats turned up on one side, and on the turn was a St. Andrews cross of red and blue, the colors of the battery. All wore khaki uniforms, some with great coats, some without.

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Detachments from the Guards, Rifles Dragoons and second Field Battery attended and lined up on Elgin street near the tracks.

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12/01/1901 Ottawa Journal Maniwaki

The Canada Gazette today contains a notice of application by the Gatineau Valley Railway to change its name to Ottawa, Gatineau and Western Railway, with the power, among other things, to acquire or amalgamate with the Pontiac and Pacific Railway, the Hull Electric Railway, the Ottawa and New York Railway, the Ottawa Interprovincial Bridge Company, the Ottawa Electric Railway Co., the Kingston and Pembroke Railway; to acquire and dispose of mines and timber lands etc., and to acquire and dispose of water power for electric purposes.

It is understood that while the above would represent a very daring scheme, one of the points the Gatineau Company will be most interested in carrying will be the right to acquire or amalgamate with the Hull and Aylmer Electric co. If the Pontiac and Pacific trains could travel over the Hull and Aylmer Co.'s rails a very large amount of difficult and costly track laying would be avoided, between Deschene and Hull.

Mr. P.W. Resseman, Superintendent of the Gatineau Valley, was asked as to the details of the scheme of Mr. Beemer. He did not make any statement.

17/01/1901 The Record, Chesterville New York Central

The O&NY, having completed their line to Ottawa and established car shops there, ask for payment of the promised bonus of \$75,000.

To Connect Stations

Now that the new Union depot on Broad Street, Ottawa, is about completed, the C.P.R., it is understood, is arranging for the construction of its line across the city connecting the western division with the short line to Montreal. It is announced the company intends to apply to the new city council for certain crossing privileges in the construction of the road, but the officials decline to make public at this juncture, any details regarding the proposed scheme.

The C.P.R. has secured options on a large amount of property which was provided for alternative routes if such prove necessary, but the one which is most favored, and which it is likely the city council will be asked to sanction, is that running parallel, for the greater part of the way, with the Canada Atlantic Railway. The necessary options for a line in these directions were secured some time ago and there are many reasons why it should prove acceptable.

24/01/1901 *Montreal Star* *Montreal and Ottawa* *Pendleton*

Plantagenet Jan. 24. A fire occurred at Pendleton station on the CPR last night, burning the store house owned by Henry Moffatt and the Canada Hay Company in the first owned; Mr. Dwyer of Ottawa had between 3,000 and 4,000 bushels of grain ready for shipment and in the second were about 12 tons of hay, all of which was consumed. A car loaded with hay for Mr. Way of Rockland was also burned. It is stated that the loss is partially covered by insurance.

Repeated verbatim in the Record Chesterville 31 January 1901; Toronto Star, January 24; Montreal Gazette January 25; Ottawa Journal 25 January.

25/01/1901 *Almonte Gazette* *Brockville*

The Governor General handed the driver (Jack Gallagher) of his train from Smith's Falls to Brockville last Wednesday a crisp five-dollar bill as a souvenir of the safe, swift passage. Jack generously divided up with his mate, Billy Hawkins. - S.F. News.

25/01/1901 *Eastern Ontario Review* *Montreal and Ottawa*

Two C.P.R. inspectors made an official visit over the short line this week. They found everything O.K. in this section.

28/01/1901 *Ottawa Journal* *Pontiac Pacific Junction*

Passengers from Aylmer who board a train without a ticket are charged an extra 25 cents. The reason for this is the large number of people boarding at Aylmer without a ticket and who argue about the fare until their destination is reached. People boarding at flag stops are not charged anything extra while those boarding at other stations without tickets are charged an extra 10 cents.

28/01/1901 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Strike of C.P.R. Trackmen

The strike of C.P.R. trackmen continues. The company claims that some of the men are returning and the leaders of the strikers deny this. As far as this district is concerned the majority of the men are out. The section between here and Rigaud has been patrolled for the past week by Messrs. Wm. McInnes, Chas McInnes and R.D. McLaurin.

On Monday night Mr. C.W. Spencer went over the line in a special train and urged the men to return to work. Some of them promised to do so. On Tuesday we learn that some of them kept their word. The gang at Rigaud was reported on duty also a few other men. The Vankleek Hill gang is still out this (Wednesday) morning.

In connection with the C.P.R. strike in this section a good story is told at the expense of one of the men at St. Eugene.

Mr. C.W. Spwncer, the superintendent of the Eastern division was persuading this man to return to work. He hesitated long and then replied. "I would for go to work me but I'm afraid for my life."

Mr. Spencer replied "Well my man. What good is your life to you if you are starving?"

Quick as a flask the workman replied "Dats all very well but for what good my life for me when I am dead." The superintendent gave him up.

TO STAND BY ULTIMATUM

GIVEN CANADA ATLANTIC RAILWAY

Mr. Booth's Request for Perpetual Right to run Trains Over Bridge St. Refused

The Canada Atlantic Railway company has until Feb. 4th - next Monday - to sign an agreement with the city regarding the bridge and Wellington st. crossings.

A week ago to-day the committee decided to give the company ten days in which to sign an agreement and notified the company to this effect. A letter was received from Mr. F. H. Chrysler, K. C., acting for the company, stating that Mr. J. R. Booth took a personal interest in the agreement and objected to the proposal to limit the time in which the company may have the right to have its tracks cross the streets.

The railway and lighting committee heard Mr. Booth last night and decided not to recede from the position and if the agreement is not signed by Monday council will be asked to rescind the motion giving the company permission to lay the tracks across the streets.

It was figured out at the meeting that ten years use of the crossing is worth \$1,800,000 to Mr. Booth and it will cost him, he says between \$70,000 and \$80,000 at once and an annual outlay of \$7,000 or \$8,000 a year.

Ald. R. J. Davidson, chairman, Masson, Vincent, Dearing, Hopewell, Stroud, Ellis, Mayor Morris, City Engineer Ker, City Solicitor McVeity attended the meeting and Mr. J.R. Booth accompanied by his son Mr. C. Jackson Booth, was also present.

The circumstances in this matter are as follows. Mr. Booth applied to the council last year for permission to lay tracks across Bridge street so that he could run trains to his mill. The council decided to give permission to have the rails laid and the contract was to be between the Canada Atlantic Railway Company and the city. When Mr. Booth met the committee to discuss his request nothing was done about a time limit for the use of the crossing. When the committee's report recommending that permission to construct The crossing be given was reported to council a time limit of ten years was placed in the agreement.

The company did not sign the agreement although the rails were laid and at its last meeting the railway and lighting committee decided to give the company ten days in which to sign the agreement or else the city council would be asked to rescind its motion giving permission to the company to use the crossing.

Mr. Booths Explanation

Mr Booth told the committee last night, that on the strength of its permission to lay the crossing he had undertaken work that would lead to an outlay of between \$70,000 and \$80,000. When he came before the committee before nothing was done about a time limit, and he had gone ahead and had the crossing laid and then the council place the time limit of ten years in the agreement. The work he has already done has, he says, cost him about \$15,000, but it would be almost better to stop there than go on with the work if the city was only going to allow him to use the crossing for ten years. He would have to build a double track steel bridge, 450 feet wide across the slides in order to get the benefit of the crossing and the work would cost him about \$80,000.

Then he also wanted the committee to make a separate agreement regarding the Wellington street crossing. He was willing to bear his share of the cost of an underground or overhead crossing at this place, but did not think that the committee should ask him to have the use of one crossing depend upon the performance of certain agreements at another crossing.

"You wouldn't ask for a perpetual franchise, would you ?" asked Ald. Stroud.

"Well, I don't see why I should not, " said Mr. Booth. "I don't think the council takes into account the expense of this work."

Mr. Booth left then, and apparently the utmost unanimity prevailed among the members of the committee, that the time limit was right.

Ald. Vincent wanted to know what benefit the city would get out of this crossing.

Ald. Hopewell explained that it would be indirect. Mr. Booth will not use the streets in that vicinity quite so much as formerly.

Ald. Dearing remarked that last year when asking permission for the crossing Mr. Booth said it would save him \$600 a day.

It was figured out that this would mean about \$1,800,000 in ten years.

Ald. Davidson said the limit should not be more than ten years when Ald. Masson suggested making it fifteen.

Ald. Ellis said that the limit should be ten years and if at the end of that time the city's interest would not be injuriously affected, Mr. Booth would probably have no difficulty in getting an extension.

Ald. Hopewell said that he objected to giving the Canada Atlantic Railway a perpetual charter to the crossing, and he believed that Mr. Booth in ten years would make five hundred per cent. on his outlay. Mr. Booth was looking at the crossing as a business proposition and it would undoubtedly pay him in ten years.

Ald. Ellis and Hopewell moved that the committee stands by its decision, to give the Canada-Atlantic ten day's time in which to sign the agreement. If it is not signed by that time, council will be asked to rescind its resolution, giving the company the right to use the crossing. There was no division.

The Canadian Pacific Railway committee has until Monday to sign its agreement regarding the Wellington Street crossings.

Annual meeting of Hull Electric. Has been a good year in spite of the problems caused by the fire in April.

The car service between Ottawa and Hull was totally destroyed by the great fire of late April so that during the first month or two after the fire the Brigham Ferry was quite an important connection before it was stopped for some weeks last summer. The car service between Ottawa and Hull was not restored until near the close of the year 1900, although there was a local service between Booth's mill and Hull. People visiting Aylmer and Queen's Park and those forming almost the entire traffic of the Pontiac railway in both directions were obliged to walk a portion of the way between Hull and Ottawa for nearly eight months.

ONE CROSSING IS OPEN THE OTHER IS CLOSED

The Canadian Pacific Railway Company Practically Victorious

Mayor Morris Ordered a Blockage but the Company Raised it. Supt. Spencer and Chief Clerk Arrested.

Canada Atlantic Crossing is Tied up

This morning Mayor Morris and Ald. H.J. Davidson, Storey and Hopewell met at the city hall and along with Engineer Kerr, went to the Canadian Pacific Railway crossing on Wellington Street, where they put down timbers on the railway track, thus blocking the track.

Mayor to Engineer: "As mayor of the city, and in pursuance of the resolution of the council last evening, I order you to block and barricade this railway track."

"Very good, sir" responded the engineer, and he set the men to work.

While the work was being done, Constable Sullivan of the Canadian Pacific Railway appeared on the scene and was followed by a crowd of about thirty Canadian Pacific firemen, brakemen, engine drivers, laborers and other classes of employees. They came and looked on quietly while the work was being done. Inspector Vizard of the City Police was there in charge of his posse. He was instructed by His Worship to put three men on the crossing and to instruct them to arrest at once any one who attempted in any way to interfere with the crossing or the blockade.

At the bridge

Before going to the Wellington street crossing the mayor and his party went to the bridge across the aqueduct at the Canadian Pacific depot and blocked both ends by stringing barbed wire across. Constables Cassidy and Ross were left in charge with instructions to allow no one to pass. This bridge remains closed.

When these two matters had been attended to the mayor's satisfaction the party proceeded to the Canada Atlantic crossing on Bridge Street where they put down a similar blockade to that put on the Canadian Pacific Railway.

An injunction

While this was going on Mr. D'Arcy Scott, solicitor for the Canadian Pacific, arrived on the scene with an injunction which he had previously served on the city clerk John Henderson at city hall. The injunction was granted by Judge Mosgrove and reads as follows: "This court doth order that the defendants, and their agents and servants be and they are hereby restrained from barricading or destroying the plaintiff's railway at or near Wellington Street, as approved by the Railway Committee of the Privy Council, dated Jan 31, 1900 in the City of Ottawa, or otherwise interfering with the traffic of the said railway until Thursday 7th Feb. or until motion then made to continue this injunction shall have been heard and determined:.

This injunction was made on solicitor Scott's injunction and the judge gives order that further affidavit can be made.

Tore down the barricade.

When this injunction was served, the Canadian Pacific employees began to tear down what the city had been doing.

Mr. D'Arcy Scott along with Mr. Fred White, Chief Clerk in the superintendent's office served the injunction on the Mayor at the Bridge Street crossing at the same time a messenger arrived from City hall to warn the mayor that an injunction had been served there also. The mayor and Ald. R.J. Davidson decided that they would have to consult the solicitor before offering resistance to the word of the injunction.

In the meantime, Mr. Scott and Mr. Fred White returned to the Wellington Street crossing where Mr. H.B. Spencer, Superintendent of the Canadian Pacific Railway was awaiting them with a number of employees around him. Mr. Scott went to constables McGuire, Hamilton and Bush who had been left in charge and asked them what they would do. He said they might as well agree to let them tear up the barricade.

"You know that you are not physically able to resist this crowd."

"No" answered Constable McGuire, "Nor do we intend to. But we will carry out our orders and arrest the man who gives the order to tear up that block."

Messrs. Spencer, Scott and White held a consultation as to who should be arrested and they decided that Mr. White should give the order.

Mr. White walked over to the men who were standing around with crowbars ready to do the work, and just as he was about to speak, Mr. Spencer turned around and called to a man named Cassidy: "Cassidy, tear up the block." Mr. White gave the order at the same moment, so McGuire and the other constables decided that they would take both Messrs. Spencer and White to the police station and let them settle the matter.

Messrs. Spencer, White and D'Arcy Scott agreed to this and got into the cab along with the police constables and all drove to the station.

On the way they met the mayor and Ald. Davidson. The mayor asked the constables if they were taking the men down to the station.

The constables replied "Yes".

"That is right," said the mayor, "Do your duty."

The Canadian Pacific Railway men were taken to the station and Chief Powell was called from his house.

The Chief came down and after a consultation with the Canadian Pacific Railway people decided to let them go. The Chief says that they are not arrested but may be summoned if he finds on consulting the magistrate that it is necessary.

His worship the mayor is considerably incensed over the Chief's action. He claims that the Canadian Pacific Railway representatives were arrested and that the policemen had followed out his instructions by asking or taking the men to the station.

Here the matter rests and the question is was H.B. Spencer and Fred White arrested or were they not? At any rate the barricade is gone from the Canadian Pacific tracks. It was only forty minutes there. The work was completed at 11.39 and at 12.10 the track was again cleared and is clear yet.

The Bridge Street crossing

The Canada Atlantic crossing was blocked up to the time of going to press but Messrs. Chrysler and Bethune, acting for the railway company, this morning issued a writ for a similar injunction to that of the Canadian Pacific Railway. They expect to get the injunction and serve it this afternoon, when they will likewise tear up the barricading.

There are two policemen on that crossing to guard the city's rights as well and some one else may have to go to the police station this afternoon.

The Railway Company claim that they will operate their crossing the same as usual after five o'clock to-night.

How the trouble began

The trouble between the city and the Canadian Pacific and Canada Atlantic Railways came to crisis today. The city council demanded last night that the railway companies' tracks on Wellington and Bridge sts. should be blockaded as the companies had not signed the agreements prepared by the city, which they had agreed to do when they got permission to lay the crossings. The companies were allowed to lay the tracks across city streets, subject to an agreement to be submitted by the city.

Ten days ago they were given notice that if they did not sign the agreements within ten day's time the city would tear up or blockade the tracks. In the meantime the Canadian Pacific Company got an interim order from the Railway Committee of the Privy Council allowing them to use the tracks across the streets. The Canada Atlantic got a similar order some time ago. Today the city practically tells the Railway Committee of the Privy Council that the Corporation of Ottawa is going to man the streets and say whether and on what terms railway tracks shall be laid across city streets.

The mayor, before acting this morning wrote the following letter to the City Solicitor:-

"In view of the decision of the council last night in the matter of the CPR crossing on Richmond Road and the Canada Atlantic Railway crossing on Bridge Street, and the bridge over the aqueduct, is there in your opinion any reason why the same should not be acted on forthwith." sgd W. D. Morris.

Mr. McVeity replied distinctly "No"

sgd Taylor McVeity, City Solicitor.

His worship called on the chief of police after Messrs. H.B. Spencer and White had been allowed to go and asked the chief whether or not they had been arrested. The chief, the mayor says, admitted to him that Messrs. Spencer and White had been arrested and were allowed to go on their own recognizance.

SAYS THAT THE POLICE FAILED

The mayor says that in the case of the Canadian Pacific Railway the police failed to do their duty properly. He has since ordered that in the case of the Canada Atlantic Railway the police shall stand by the crossing and protect it in the city's interests at all hazards using force if necessary to resist any attempt to tear up the barricade and to arrest all persons interfering in any way.

05/02/1901 Ottawa Citizen Prescott Chaudiere

WILL BE FOUGHT TO THE BITTER END

City Council Revokes Bridge and WellingtonStreets Railway Crossing privileges and Orders Tracks to be Barricaded

Page 1 columns 3 and 4

Much Illegible - see Ottawa Journal.

05/02/1901 Ottawa Citizen Carleton Place Ottawa, Broad Street

The official staff of the C.P.R. moved yesterday from the temporary quarters in the Trust building to the new Union station, on Broad street, which has just been completed.

The new depot is a handsome structure in pressed brick and contains an adequate accommodation for the incoming traffic of the road. The first floor contains waiting rooms, ticket offices, baggage rooms and restaurants while upstairs the general offices of the company will be located. The yard accommodation has also been considerably increased so as to ?? A larger number of trains to run into the new depot. The building is heated by steam and lighted by electricity and was built by Messrs. Lyons & White.

06/02/1901 Ottawa Journal Prescott Wellington Street

The battle is ended

Hostilities between railways and the city cease.

There was a cessation of the hostilities between the city and the railway companies yesterday afternoon.

The cases will now go to the courts and will be fought out there.

At three o'clock there was a conference in the mayor's office as to what should be done. His worship had with him the city solicitor, Ald Hopewell, Ellis, R.J. Davidson and Ald. Taggart.

Summary of previous account.

The mayor told reporters that the Corporation would take every legitimate means to oppose what he terms the aggression of the Canadian Pacific Railway.

They also decided to tear away entirely the bridge build by the Canadian Pacific Railway across the aqueduct for the use of their employees. Men were put to work and during the afternoon the bridge disappeared. The material was piled on the city line alongside the aqueduct.

The Canada Atlantic crossing

Summary

During the afternoon the mayor was served with an injunction from the Canada Atlantic. The injunction was almost exactly like the one issued by the Canadian Pacific railway. The mayor asked the city solicitor what should be done in the case of the Canada Atlantic crossing in the face of the injunction. The solicitor told him that they would have to call off the police, as with the injunction, an order from the court, they could not possibly enforce the blockade of the crossing. It would be contempt of court to do so. The mayor accepted this advice and called off the police.

Last night the company removed the blockade and operated the line. This injunction will also be argued on Thursday next and after that both cases will likely get a hearing before the Railway Committee of the Privy Council.

06/02/1901 Montreal Gazette Lachute North Nation Mills

Newly-Born Babe Found on Railroad Tracks

AT NORTH NATION MILLS

Mother Goes from Montreal to Ottawa and Is Taken Care of In Hospital There,

Shortly after the Canadian Pacific express, which left Montreal for Ottawa at 5.40 o'clock yesterday afternoon, had passed North Nation Mills station, sixty-eight miles from this city, the body of a newly born infant was found between the rails. The infant was in a nude condition, and was still living. The poor little waif was brought to the railway station and taken care of by the station master's family. As suspicion had been aroused by the conduct of a woman who was a passenger on the train, Ottawa authorities were notified to keep a lookout at the arrival of the train. Word was later received that the woman had been driven to one of the city hospitals.

06/02/1901 Ottawa Journal Lachute North Nation Mills

Baby found by a conductor.

IT WAS BESIDE THE TRACK AT NORTH NATION MILLS

A Sick Girl had Passed Through on Train and is in the Protestant Hospital now.

At 11:00 last night Victor Boivert, of 528 Albert street, a Canadian Pacific Railway conductor, telephoned to the police station that an infant had been found alongside the railway track at North Nation Mills.

A young woman passenger who was on the train got off at Ottawa and took a cab to the Protestant Hospital, where she now is.

Sergeant Gilhooly inquired at the hospital and found that a girl had come there at 10 p.m. from Montreal. The sergeant also reports that Dr.

Farewell, the hospital surgeon, told him that the girl would not be allowed to go before morning.

This morning the girl, who has given the hospital authorities the name of Madame de Segulay, is reported to be very ill.

The infant was alive when found and was taken to a home at North Nation Mills.

The police here are investigating the matter, but will not likely take any action unless required to do so by Montreal authorities.

07/02/1901 Ottawa Journal Prescott Wellington Street

WILL MOVE FOR VIADUCT

The County of Carleton and the Village of Hintonburgh will ask the City of Ottawa to act with them in applying for a viaduct to be constructed over the Canadian Pacific Railway crossings on the Richmond Road.

This morning county councillor D. H. McLean, county solicitor O'Meara and engineer T. C. Keefer called up city engineer Ker and asked him to go to Mr. Keefer's office to look over some plans recently prepared by Mr. Keefer.

Mr. Ker says that Mr. Keefer's plans for a viaduct are good ones and would be very suitable if adopted. The county will formally write the city asking their co-operation before the Railway Committee of the Privy Council.

FOUND NAKED IN THE SNOW

A NEW BORN BABE HAS A ROUGH EXPERIENCE

Its Hands and Feet Were Touched With the Frost but the Child Still Lives

The police have been working out the case in connection with the new born infant found naked in the snow alongside of the Canadian Pacific Railway track at North Nation Mills Tuesday night. One woman has been arrested on a charge of attempted child murder, while another may be arrested as soon as she can be removed from the hospital. The child is at North Nation Mills, where, notwithstanding it's rough experience, it is doing well.

Madame de Serguley of Montreal, is in the police station and Miss Amy McLean, her companion, is in the Protestant Hospital.

The charge on which Madame Serguley will be held is attempted child murder.

These are the women who arrived in Ottawa on Tuesday evening, and took a cab for the Protestant Hospital. Simultaneously with that going to the hospital, Canadian Pacific Railway Conductor Boviert reported to the police that a newly born child had been found beside the railway company's tracks at North Nation Mills.

Chief of Police Powell wired to North Nation Mills for particulars concerning the child. At the same time Detective Flanaigan went to the Protestant Hospital to see the woman who had gone there from the Montreal train. He found the younger one, Miss McClean very ill and her companion, Madame de Serguley, a Parisian, was attending to her.

He arrested the de Serguley woman on the spot.

A Rough Experience

The chief of police in the meantime had a reply from the Mills to the effect that after the westbound train had pulled out on Tuesday night a newly born babe had been found lying naked in the snow alongside the track, the people having been attracted to the spot in the darkness by the child's lusty cries. They picked the baby out of the snow and took it to the hotel where they had the child washed and clothed. On examination it was found that the baby's hands and feet had been touched with frost and until it has fully recovered, the child will not be forwarded to Ottawa, as the chief has requested. The baby is in good health otherwise. The temperature was about 10 degrees below zero when the child was found.

08/02/1901 *Almonte Gazette* *Winchester*

Last Sunday, a few miles east of Smith's Falls, Mr. C.H. Cook, a C.P.R. brakeman, got left at a siding by his own train, and in trying to get aboard the next train he missed his hold and went under the wheels. His right foot was crushed so badly that it had to be amputated. A Smith's Falls surgeon performed the operation.

08/02/1901 *Almonte Gazette* *Prescott* *Ottawa Broad Street*

The new C.P.R. station at Ottawa has been open and occupied. It is a handsome structure in pressed brick,

08/02/1901 *Ottawa Journal* *Lachute* *North Nation Mills*

MANY WOMEN WANT THE BABY

THAT WAS FOUND IN THE SNOW TUESDAY NIGHT.

Madame de Serguley of Montreal Accused of Attempting to Kill th Child was Acquitted To-day.

That is a great deal of excitement at North Nation Mills, over the new born child found alongside the Canadian Pacific Railway track there on Tuesday night. Detective Flannigan, who was down there yesterday, says that the women are flocking from points twenty miles out, to see this child wonder. They are all anxious to adopt the youngster, while Mrs. Gravelle, the wife of the hotel keeper, to whose hotel the child was taken, has developed a great fondness for this girl baby. Mrs. Gravelle told the detective that she would willingly keep the youngster. It is in good health and "as lively as a cricket" to use the detective's expression. The Babe is recovering from the frost bites and will soon be well again.

In police court this morning May de Serguley, the companion of Miss McLean, who went to the Protestant Hospital on Tuesday night, was charged with throwing a new-born babe from a Canadian Pacific Railway train, on Tuesday, February 5th, with intention to murder the child.

She pleaded not guilty and was defended by Mr. A.E. Fripp.

The only evidence given was that of the Canadian Pacific Railway conductor, on whose train they came to Ottawa, and >r. Ball, North Nation Mills, who found the child.

Conductors Statement.

Victor Boivert, the Canadian Pacific Railway conductor who was in charge of the Montreal train on which Madame de Serguley and her friend came to Ottawa, told the court that he had seen the women on his train shortly after they boarded it, but did not see them again until he was about Thurso. He spoke to them then as he had not seen them before for some time. He had known the ladies for three or four years previously. He had collected their fares after leaving Thurso and did not pay any attention to them afterwards until he got to Ottawa, when he assisted them to alight from the train. When his train arrived at Buckingham he got a wire from North Nation Mills telling him that a child had been found alongside the track there. He also got a wire from the superintendent in Montreal asking him if he had anyone sick on the train.

He found the babe.

J. Ball, a brother of the station agent at North Nation Mills, told the magistrate that about ten minutes after the train had left he had heard a noise like a cat crying in agony. He went out with the lantern and about 25 feet from the station found a new born babe. He brought it back to the station and later took it to Mrs. Gravelle's hotel, where, he said, it was, well, at the present time. The babe has some frost bites and bruises but is otherwise healthy.

Mr. Fripp, who defended Madame de Serguley, asked the magistrate to take the woman's statement with regard to the matter.

She Tells Her Story.

May de Serguley told the magistrate that Miss McLean, whom she accompanied, had been ill the afternoon before they left for Ottawa and she had treated her for inflammation. Miss McLean had been somewhat excited, but she (the companion)t, had no idea that she was seriously ill. After hearing the complete statement of Madame de Serguley, the magistrate concluded that there had been no intent to harm the child in any way and that its falling from the train was merely an accident. Madame de Serguley was dismissed.

While there is a similar charge against Miss McLean, it is not likely she will be prosecuted. Madame de Serguley, who is a foreigner, was very much pleased with the magistrate's decision.

08/02/1901 *Eastern Ontario Review* *Vankleek* *Dalkeith*

Dalkeith

The C.A.R. is disposing of a few cars of ice at the station here. The ice, which is of a fine quality was cut on the St. Lawrence near Valleyfield.

VIGOROUS BABY

A Case of the Survival of the Fittest - Many Ottawa women Want the Youngster.

From Yesterday's Evening Citizen.

At the police court this morning Amy De Serguley was discharged by Magistrate O'Keefe. She was charged with casting from a C.P.R. train at North Nation Mills, a new-born child, born to Amy McLean, with intent to murder it. Mr. A. E. Fripp, appeared for the defendant entered a plea of not guilty.

The defendant stated that she was not aware that Miss McLean had given birth to a child and the magistrate believed her story. The case of Miss McLean, against whom the same charge was preferred, will be heard in about a week as the woman is not yet able to leave the hospital.

C. Boisvert, conductor on the C.P.R. train that left Montreal at 5.40. p.m.. on Tuesday for Ottawa, said that he saw Mlle De Serguley and Miss McLean on the first-class car. He did not see them again until the train reached Thurso although he went through the train to collect fares. He collected those of the two women after the Thurso station had been passed. At Buckingham he received a message from North Nation Mills station, stating that a newborn child had been found beside the track there. There had not been any ladies on the first-class car until Buckingham was reached except Mlle De Serguley and Miss McLean.

George Ball, of Papineauville, whose brother is station agent at North Nation Mills, said that he had been in the station at the latter place shortly after the Montreal train had left. He heard screams that he thought were produced by a cat in agony. He walked up the track for a short distance and found a new-born child. He got a cloth and carried the baby to the station and warmed it beside the stove. It was afterwards taken to V. Gravelle's hotel, where it was taken care of. The infant was bruised and its hands were frost-bitten. It was living when Ball left North Nation Mills and the prospects were that it would survive. As soon as the baby was found, the intelligence was wired to the superintendent at Montreal. It was the superintendent that had notified Conductor Boisvert of the discovery.

People from all parts of the district had called at the hotel to see the baby that had stood such exposure. Many of the visitors were anxious to adopt the child.

09/02/1901 *Ottawa Journal**Prescott**Wellington Street*

Four reports of narrow escapes from accidents at the C.P.R. level crossings on Wellington street, have been stated to the Journal as occurring recently. The [lace is a trap which will not be long without its story of death.

When the C.P.R. for the first time applied a week ago to Mr. Blair, minister of railways, for an order authorizing that level crossing on Wellington street, Mr. G. E. Kidd, on behalf of county interests, pointed out that the C.P.R. had laid the crossing in despite of the Railway Act, which provides that a crossing shall be constructed only after plans are submitted to the government. Also it was known that the company was defying the city. It is difficult to understand why Mr. Blair would accept this situation, and aid the company against the city.

MR. SPENCER'S LAW.

The Journal having argued that the government had no right to authorize a railway to use a portion of a city street without agreement, Mr. C. W. Spencer says the government has that right.

Mr. Spencer writes:

"The Railway Committee of the Privy Council has absolute authority to grant a railway company the power to cross a public highway on the level, whether the municipality in which the highway is situate, consents or not. The necessity for this is quite evident, as if it were otherwise a municipality might absolutely block the construction of a railway, and retarded the progress and development of the country. "

What do you think of this argument as a matter of common sense? If it is a good argument, where are we at? If the argument that "a municipality might absolutely block a railway" is a sufficient reason for government to give away municipal property, then it is a good argument why the government should give away your property - your land, your house.

What happens when a railway desires to cross private property is this:

The railway company submits its plans to the government, gets the government approval - and then goes to get the consent of the private owners whose property the railway desires to cross. The government gives a right to the railway - to what? To make a bargain. The railway after getting the government authority must try to agree with the private owner for the right to take his property. If an agreement cannot be reached amicably, the railway must expropriate, in other words it must ask for the appointment of arbitrators to declare what price shall be paid to the private owner for what the railway wants.

By the actual, plain, specific words of the Railway Act, the position of a municipality is the same. Therefore, Mr. C.W. Spencer's law to the contrary, the government has no power to present civic property to a railway company free, or without agreement- though it may be but an agreement made compulsory upon a city by arbitrators.

THE AUTHORITY FOR THE C.P.R. CROSSING

What was the authority for the C. P. R. crossing of Wellington street last year ?

The answer is easy.

There was none.

The Journal showed yesterday that no authority was given by the city, save upon, condition that the C. P. R. first sign an agreement. The company never signed anything.

But the public may imagine that the C. P. R. had government authority - the authority of the Privy Council.

It had not.

The company never went near the government until two weeks ago.

Mr. C. W. Spencer's letter to the Journal tended to convey the impression that the company last year had government authority in some form to lay and use that crossing. The company did not have it. More than that - the company in laying that crossing actually defied the law of the Dominion as well as the rights of the city of Ottawa.

12/02/1901 *Ottawa Journal**Prescott**Chaudiere*

The CPR seems to be all right as regards the stone arch carrying the tracks over the waterworks viaduct.

The company asked civic consent as to an extension. The civic case was submitted to a sub-committee of aldermen and the city engineer. That sub-committee made an agreement with the CPR and the members say the agreement was properly carried out by the CPR.

Neglect by the sub-committee to formally report the agreement to last year's council appears to have caused the agreement to be omitted from civic records. The absence of record is full justification for the move of Mayor Morris to emphasize the supposed civic right; but now that the members of the aldermanic sub-committee admit the correctness of the CPR contention, there ought certainly to be no more troubling of the railway in the matter.

But the other cases, big and little, the level crossing question and the case of the footbridge over the aqueduct should be fought through every available court in the empire if need be. Don't let us tolerate either rebuff or compromise until the exact civic status as regards railway arrogance and unscrupulousness.

New Pullman Car

Elegant Palace car Placed in Commission by C.A.R. for New York Route

A veritable travelling palace is the Pullman drawing room and buffet car Marie which has just been placed on the Canada Atlantic Railways Ottawa and Montreal service.

The new car made its first trip yesterday and was examined and admired by many as it stood at the Central depot. The car, which was turned out at the Pullman company works, Buffalo, is pronounced by experts a splendid specimen of modern car architecture the exterior finish differs considerably from that of the average railway carriage, and it gives an impression of strength and neatness as well as beauty.

The car is a 6-wheel one with a length over platforms of 75 ft. The length of the body is 69 feet 4 inches. The details of workmanship after the latest fashion.

The favorable impression formed by an exterior view is strengthened when the visitor steps within. No well-appointed home, arranged by artistic and lavish hands, ever presented a more welcome sight to the traveler. The interior is finished in vermilion wood imported from Brazil for the purpose. This wood is a new factor in car construction, and it lends itself readily to the production of an artistic appearance. The ceiling, which is over 9 feet high, is tinted in a light green color with empire decorations. Axminster carpets, of a field green color, and empire pattern, overlay the floor, adding to the harmony of the color scheme. There is a total seating capacity of 34, and the car is furnished with special ventilated armchairs, both fixed and loose. These are upholstered in green shaded plush. The interior is illuminated by gas and can be heated either with steam coils or independent heaters. The car is fitted with double plate glass windows and ventilators. The whole appearance of the interior is bright, cheerful and airy. Kitchen and buffet, smoking room and toilet rooms are all included and the comfort of the traveler is served as well as his convenience.

A companion car, the Ruth, has also been placed on the line. These cars will run on the fast service between Ottawa and Montreal, connecting with New York and Boston.

Mr. W.N. Wainwright, assistant general manager of the G. T. R., who left on the train in his private car, was one of the many who examined the latest addition to the C. A. R's rolling stock.

13/02/1901

Ottawa Citizen

Prescott

Wellington street

WANTS A VIADUCT

City Will Ask Railway Committee to Abolish the Level Crossing

Page 2 column 1

13/02/1901

Ottawa Journal

Prescott

Wellington Street

WILL ASK FOR A VIADUCT

CITY AND COUNTY TO ACT UNITEDLY

The civic railway and lighting committee after hearing a deputation from the county of Carleton decided last evening to ask the railway committee of the Privy Council for an order to do away with the level railway crossings on the Richmond Road.

Those who attended the meeting were Chairman Ald. R. J. Davidson. Ald. Masson, Hopewell, Dearing, Stroud, Ellis, Vincent, Poulin, and His Worship.

County's Side.

A deputation composed of Warden Bradley, county councillors Berry, Boyce and MacLean, county solicitor J.O'Meara and Mr. Geo. E. Kidd appeared before the committee and urged that there should be a co-operation between the city and county councils to procure a viaduct over the Wellington street crossings of the Canadian Pacific Railway on Wellington street.

County Councillor Boyce produced a statement showing how many rigs had passed through the Wellington street gates in four days time. He said that the county had sent a man there to watch and this was a sworn declaration made by the man who had been employed for four days. During that time the amount of traffic at the level crossings was as follows:-

The totals for the four days had been pedestrians, 2,087, or an average of 521 3-4 per day; 2,812 single rigs, or an average of 703 1-3 per day; 1,427 double rigs, or an average of 356 3-4 per day; locomotives crossing 304, or an average of 76 per day.

In these four days 90 rigs had been caught between gates while trains were passing.

Sworn to

This statement was sworn to by Robert Mason of Hintonburgh.

City Solicitor McVeity argued that the county should enter into an agreement with the city to pay a part of the cost of the proposed viaduct, provided the Railway Committee of the Privy Council should decide that it would not be fair for the railways to be charged with the entire cost of the proposed viaduct.

The matter was finally decided by Ald. Hopewell and Ellis moving that the city council be asked to instruct the city solicitor to apply to the Railway Committee of the Privy Council for an order providing for the removal of all level railway crossings on the Richmond road and for the carrying of the city's street or road over the said tracks."

13/02/1901

Ottawa Journal

Prescott

Chaudiere

Waterworks committee recommends to council that the Mayor's action in ordering the removal of the stone arch bridge over the aqueduct be sustained.

City will ask the Railway Committee for a viaduct over Wellington Street.

Case against the Mayor postponed until Saturday.

14/02/1901

Ottawa Journal

Lachute

North Nation Mills

Police Court

Miss Amy McLean, a fair-haired slight young girl from Montreal, who was charged with casting a new-born child from a Canadian Pacific railway railway train at North Nation Mills on Feb. 5th with intent to commit murder, was dismissed in the police court this morning by Magistrate O'Keefe.

The evidence did not show that there had been any attempt to get rid of the child, and County Crown Attorney Ritchie agreed that there was no case. Mr. A. K. Fripp defended Miss McLean.

The baby is healthy and is said to have quite recovered from its experience of lying naked in the snow for a few minutes.

15/02/1901

Eastern Ontario Review

Chalk River

Carleton Place

C.P.R. Settlers Trains

The C.P.R. will run special settlers trains to Manitoba and the North West during March and April. Special trains will leave Carleton Junction every Tuesday at 9 p.m. Special sleeping cars will be attached and berths will be free. Any C.P.R. agent will be pleased to furnish inquirers with settlers guide or other information.

This was also run in subsequent editions.

16/02/1901 Ottawa Journal Prescott Chaudiere

Case against Mayor dismissed. Evidence went to show that the company had been notified before the tracks were blocked so that there could not have been any malice in this matter.

Railway injunction is being argued in the High Court which decided against the city.

16/02/1901 Ottawa Journal Prescott Wellington Street

THE RAILWAY INJUNCTION
CASE BEING ARGUED IN HIGH COURT

Page 11 column 5

16/02/1901 Ottawa Journal Prescott Wellington Street

HIS WORSHIP DISMISSED

His Worship the Mayor, was dismissed this morning on the charge of having blocked the tracks of the Canadian Pacific Railway on February 5th. The magistrate reached this decision after hearing the evidence of the city engineer and His Worship the Mayor.

The engineer's evidence went to show that the company had been notified before the tracks were blocked, so that there could not have been any malice in the matter.

His Worship explained that he only took the action he did after the council had voted, unanimously to have it done. He swore that there was no animus or malice in connection with the matter.

Mr. W. H. Curle contended that it was not exactly necessary that there be a malicious intent proven in the case. The fact that the tracks were blocked, was the sum toto of the crime.

The magistrate did not see it this way and dismissed the case.

The court room was crowded. Ald. Taggart and F. F. Morris occupied seats on either side of the magistrate.

19/02/1901 Ottawa Journal Chaudiere Bridge Street

Bridge street crossing unlike the CPR Case. Booth wanted it put in in a hurry across the only street between Ottawa and Hull. This was merely a steam tramway extension for lumber, Booth wanted to make money quickly. The only issue was that city was prepared to give an agreement for ten years while the railway wanted in perpetuity. Cannot understand the railway logic.

19/02/1901 Ottawa Journal Prescott Wellington Street

The City Council Favors a Viaduct

THEY AGREE TO ACT WITH THE COUNTY IN A REQUEST TO GOVERNMENT

Page 3 column 2

21/02/1901 The Record, Chesterville Prescott Ottawa

Mayor Morris of Ottawa has been discharged by the magistrate at Ottawa on the charge of willfully and maliciously barricading the track at the Richmond Street crossing.

21/02/1901 Merrickville Star Belleville Perth

A broken wheel on a freight train on the C.P.R. two miles west of Perth, about midnight Monday, wrecked several freight cars and delayed the west bound express

26/02/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The new Interprovincial bridge was inspected yesterday afternoon by City Engineer Kerr and the members of the railway and lighting committee. The structure was found to be satisfactory and conforming with the plans and specifications. A start was made from the Central depot and the bridge with the approaches on both the Ottawa and the Hull sides was carefully gone over. The work being regarded as complying with the by law, the city engineer will issue his certificate. As soon as the certificates are received from the Dominion and provincial inspectors the bridge will be thrown open for public traffic, probably at the end of the present week. The bonus of \$150,000 will be paid very shortly.

Besides the city engineer, Ald. Masson, Davidson, Taggart, Poulin, Hopewell, Hill and Messrs. H.J. Beemer and Guy Dunne [sic] were present.

28/02/1901 Ottawa Journal Prescott Wellington Street

The level crossing over Wellington Street which was objected to by the city council was torn up this morning by order of Mayor Morris.

This was because the injunction restraining the city from interfering with the crossing was dissolved in Toronto yesterday.

More. Mentions the Montreal and Ottawa Railway. City argued that this was the fourth crossing at rail level and the locality is made dangerous. Not necessary for business but as a convenience for shunting trains.

The order of the railway committee does not authorize the crossing but defines the mode and manner of crossing and provides safeguards against injury to the public.

As a result of the judgment His Worship the Mayor tore up the rails across Richmond Road crossing and placed a constable there to prevent the company from laying them down again.

Arrived at the scene his worship and the engineer set the men to work to tear up the rails. They had been at work about half an hour when Mr. D'Arcy Scott, solicitor for the railway company drove up in a cab and handed the mayor an envelope. At the same time he stated that the envelope contained an undertaking from the company not to use the tracks.

The mayor looked at the envelope and then at Mr. Scott and said:

"Yes. Oh, all right. I will give this to the city solicitor. In the meantime I will make doubly sure by taking these tracks off the street."

"Well", replied Mr. Scott "if you wish to take a dignified stand on this matter you will not cause any damage to the company's property."

"Oh. We won't incur any damage," replied the mayor. "We will simply remove the rails. I don't intend to take any advice from you on this occasion." replied the mayor as Mr. Scott turned away.

Wording of the undertaking.

His worship took no notice whatever of the document, but quietly smoked his cigar and watched the work of tearing up the tracks proceed.

To the police he gave orders that on no account should they allow the tracks to be re-laid.

01/03/1901 Brockville Recorder Westport

Col. W.H. Cole is now receiver of the BW&SSM Railway

01/03/1901 Almonte Gazette Chalk River Carleton Place

Carleton Place News

Mr. Richard Corr, brakeman in the C.P.R. yard here, had a close call on Sunday night. He was engaged in the performance of his duties making up a train, when he slipped upon the rails and so close that the wheel struck his head and pushed him off, and he was severely crushed between the cars and the platform. Excepting the squeezing no further damaged resulted, but Mr. Corr has no desire to repeat his experience, and will probably be unfit for duty for a week at least.

Killed at a Crossing.

Robert Cassels was driving into Smith's Falls last Thursday morning with a one-horse sleigh, in which were his son, aged ten and his two daughters, aged thirteen and fifteen years. The train from Brockville was coming in, and Mr. Cassels did not hear the engine whistle, and owing to the cut did not see the train until he was close to it. When the sleigh was about twenty feet back from the track he told the children to jump, which they did safely. The engine passed the crossing, but Mr. Cassels drove against the baggage car and both himself and horse were killed almost instantly. The crossing is a dangerous one, owing to the difficulty of seeing a train approaching from the south. A year ago young Rice was killed at the same place in a somewhat similar manner. The Cassels family lived in Carleton Place up till a couple of years ago.

01/03/1901 *Ottawa Citizen**Prescott**Wellington Street*

New C.P.R. crossing has been torn up. Illegible.

04/03/1901 *Ottawa Journal**Prescott**Wellington Street*

Railway Committee Will Hear City and C.P.R.

The Railway Committee of the Privy Council will meet on Thursday morning next when the city's case with the Canadian Pacific Railway re the level crossing on Wellington street will be taken up.

04/03/1901 *Ottawa Citizen**Britannia Power Canal**Metropolitan Electric*

Mr. C. Jenkins, the well known Petrolia oil man, and vice-president of the Metropolitan Electric company of Ottawa, is in the city and on Saturday accompanied President Thomas Lindsay to Britannia to inspect the work. Mr. Jenkins was highly pleased with the progress of the work, and is very sanguine as to the company's future. The existence of such a water power so close to Ottawa is an invaluable asset to the city and he thought it would be an invaluable factor in attracting new industries here. While not a civil engineer, he believed there is about twenty thousand horse power, outside of what the company is now developing, and as the city demands it the additional power can be developed. The existence of the power so close to Ottawa is bound to make the Capital prominent as a manufacturing city.

Mr. Jenkins stated that the erection of the power house is practically all there is to be done as the canal is almost finished. The company is now considering the purchase of the machinery for the power house, the tenders being all in. The machinery will cost between \$200,000 and \$300,000, and as it will be of the most modern type, and there will be no trouble with anchor ice, electric light of the highest quality will soon be a cheap commodity in Ottawa.

05/03/1901 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The Interprovincial bridge will likely be thrown open for public traffic today, although the formal opening will be deferred until later on. Mr. Dunne [sic] chief engineer of the bridge works, stated today that the bridge will be opened immediately after the city engineer gives a certificate approving of the work, and such will be sent to city council by Mr. Kerr tonight. The certificates of the Dominion, Ontario and Quebec governments have already been received. The structure is fully completed and only needs opening to ensure a full traffic.

Mr. Collingwood Schreiber C.E., to whom was referred the dispute as to the height of the fence between the railway tracks and the roadway, has decided to approve of the work in its present form instead of ordering a fifteen fence as suggested by the city engineer. The four foot fence at present provided is the same height as on the Victoria bridge at Montreal.

05/03/1901 *Ottawa Citizen**Prescott**Wellington Street*

WILL APPLY

C.P.R. Wants Crossing Plans Approved

TO COME UP THURSDAY

City and Other Municipalities Interested to Ask for a Viaduct.

The railway committee of the privy council will sit on Thursday morning to consider the application of the C. P. R. for approval of the plans and profiles regarding the Wellington street crossing. The mayor has received a notification of the meeting from Mr. Collingwood Schreiber and the city will combat the application. Mr. McVeity's out of the city on account of the death of his brother, and should he not return in time Mr. Aylesworth, K.C., of Toronto, will be engaged to appear.

A stiff fight over the application is promised, for, should the plans be approved, the C. P. R. would doubtless relay lay the tracks which the city tore up last week. Along with the county authorities, the city has made an application to the railway committee to compel the railway companies to construct a viaduct on Wellington street, thus doing away with all the level crossings at that point, but it is uncertain as to whether the two applications will be dealt with conjointly. It is likely that most of the city council will attend the meeting along with representatives of all the municipalities interested, and the session gives promise of a vigorous fight between the legal lights who will represent the respective parties in the issue.

City Solicitor McVeity in a letter to council, reviews the recent proceedings in the injunction cases and in conclusion states:

"I entertain very little doubt as to the ultimate success of the corporation in both cases and as both were ordered to come for trial at the April sittings the questions at issue will be determined without much delay."

06/03/1901 *Kemptville Telegram**Brockville**Smiths Falls*

The jury at the inquest on Robert Cassell, killed by being struck by a C. P. R. train at Smiths Falls. brought in the following verdict: That Robt. Cassell met his death by being struck by a C. P. R. train coming from Brockville, and that the snow banks in close proximity to the crossing where said accident occurred contributed to death of said Robert Cassell. We are of opinion that said banks were largely caused by snow thrown on street by C. P. R. employees and recommend that gates be placed on all railway crossings in the town of Smiths Falls.

07/03/1901 *Ottawa Journal**Prescott**Wellington Street*

MAYOR IS DETERMINED

WILL RESIST LAYING OF TRACKS TO UTMOST

If Necessary Will Call Out all Able Bodied Citizens as Special Constables. C.P.R. Will Act.

And now the fat is veritably in the fire.

Mayor Morris told the Journal this afternoon that he will resist to the utmost any attempt by the C.P.R. to relay the rails torn up by the city a week ago. He says he will keep armed special constables on the scene night and day till the question is settled.

If necessary he will swear in every able bodied citizen to protect the city's interests.

WILL LAY THE TRACKS.

Mr. D'Arcy Scott, solicitor for the C. P. R. stated to-day that the company would put down their tracks on Wellington street as soon as they were ready to do so.

"Well, what are you going to do with those policemen which the Mayor has placed out there?" was asked of him. "I don't exactly know," replied Mr. Scott, "but we will lay down the tracks as soon as Mr. Spencer is ready to do the work,"

"Will you have a free fight with the policemen?"

"We may have," replied Mr. Scott, "but I can't exactly say for a certainty what we will do."

A Stirring Time Seems to be Ahead.

THE RAILWAY CROSSING FIGHT BEFORE THE RAILWAY COMMITTEE

Round No.2 - The Company Scores a Point

The Railway Committee To-day Approved of the Plan Submitted and Although Armed Policemen are on Guard it is Said the Crossing Will be Relaid.

The city got rather the worst of the deal before the Railway Committee of the Privy Council this morning.

The Railway Committee approved of the plans and profile as fyled by the Montreal and Ottawa Railway company in connection with the Wellington street crossing, and decided that the railway company before operating the crossing, should place an extra pair of gates to prevent danger to teams being caught between the crossings.

The city still contends that the company has not the right to lay the tracks and operate the crossing until they have acquired the right either by expropriation or purchase of the street from the city.

The company on the other hand contends that they have the right to lay the crossing and to operate the road.

The mayor in the meantime has sent police to prevent the company from laying the rails of the crossing and if the company attempts to lay the tracks there may be trouble.

This trouble arose out of the Montreal and Ottawa company laying their tracks across the city streets without the permission of the city and afterwards attempting to maintain the same in spite of the corporation, by issuing an injunction preventing the city from interfering or blocking the crossing. The matter went to the High Court where the injunction was sustained by Justice Lount, but was afterwards dissolved by the Divisional Court at Toronto.

To-day representatives of the city of Ottawa, and the county of Carleton appeared in force before the railway committee and contended that the crossing should not be allowed under any circumstances, but that a viaduct should be constructed to carry the highway over the crossing in question.

Judge Clarke and Mr D'Arcy Scott appeared for the railway company, and argued that they only wanted the committee to approve of the plans and the matter of right to expropriate should be argued in the higher court.

Mr. Aylesworth, K. C., Toronto appeared for the city, along with city solicitor McVeity, and argued against the approval of the plans on the ground that if they were approved, the city would not be in a position to say whether or not a viaduct should be constructed.

THE COMMITTEE'S DECISION

After hearing the discussion on the matter, the committee retired for a short time and when they returned, Hon. Mr. Blair made the following statement.

"The committee have conferred upon this subject and have decided to make an order in the terms of the application approving of the plans with profile as fyled, but subject to the condition to which Judge Clarke as counsel for the C.P.R. consents: that the committee shall hereafter at any time here an application from the city or any party interested, and make an order for the building of extra gates or the closing in of the tracks, or building of a subway, or in any other direction necessary for protection as the committee in its discretion may deem necessary from time to time. This decision will not in any way affect the pending application for the larger question of a viaduct. In the meantime and until the approaching application for a viaduct is dealt with, the committee orders two extra gates to be placed on either side of the tracks."

The discussion.

Judge Clark [sic], counsel for the Canadian Pacific and the Montreal and Ottawa railways, explained that the application was made under section one of the Railway Act. The application had not a very wide scope. He held that the only thing to be considered was the plan and profile of the railway company. This was in his opinion the main point of trial by the present tribunal. It had been the practice for the committee to issue an interim order for the company to go on and make the crossing while other matters were deferred for further consideration.

Hon. Mr. Blair said that he had made the interim order without comparing it with the phraseology of the Railway Act as it had been in his opinion a proper way to deal with the matter.

Judge Clarke held that what was to be decided today did not affect the right of the company to put the tracks down. If the plan and profile were approved it did not necessarily imply the granting to the company the right to cross the street. It might be that in this case the company would have to appropriate or pay money, as the city might have other objections than those which were dealt with by this section of the act.

Mr. Blair asked if the further wording of the clause regarding the furnishing of a watchman had nothing to do with the operating.

Judge Clarke held that these terms were not included in the application to approve of the plans and profile.

POLICEMEN ON THE SCENE

As soon as the railway committee's decision was given Mayor Morris ordered ten armed policemen to go to the Wellington street crossing and prevent anyone from relaying the crossing.

Up to two o'clock this afternoon no attempt had been made at relaying the crossing, but Mr. D'Arcy Scott, for the company, announced that the crossing would be relaid, probably this afternoon.

Page 9 column 4

08/03/1901 *Almonte Gazette*

Locksley

On Tuesday a fifteen year old Polish girl named Mary Planke, from near Killaloe, gave birth to a child on the C.A.R train as it neared Pembroke. She was without money or friends, and the Pembroke authorities took charge of the young mother and her babe and had them properly cared for. An Indian woman aboard the train also assisted the girl.

08/03/1901 *Almonte Gazette*

Chalk River

Almonte

Quite a crowd gathered at the Almonte station Monday evening to get a glimpse of the 380 stalwart young fellows who were accepted in the west as members of the Baden- Powell force for service in South Africa. There were eight coaches, a couple filled with khaki-clad members of the mounted police. A streamer on one of the cars read : "We shall patrol South Africa or bust." They were a jolly lot. A number of Almonte ladies procured souvenirs from the policeman ere they left the station.

500 NAVVIES TO RELAY THE RAILS!

Mayor Heard a Startling Story To-day

Police Ordered to Arms

His Worship Takes Steps to Provide for Eventualities in the Crossing

The mayor has been informed, he says, from a reliable source that the Canadian Pacific Railway Company are massing a force of 500 laborers and men of all classes to lay the Wellington street crossing this evening or tonight in consequence he has issued an order to the police to have every man on duty armed and for them to remain near the centre of the city so as to be easily within call in case of an alarm. He says that 5,000 men will not lay those rails across the Richmond road.

Mr. D'Arcy Scott the company solicitor was asked about this rumor. He said in reply that the company would not do anything out of accordance with the law. He did not say whether or not it was the intention to lay the crossing.

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KEEPING UP THE FIGHT

A writ was issued this morning by City Solicitor McVeity on behalf of the corporation of the city of Ottawa, against the Canadian Pacific Railway Company, for damages, for "wrongfully entering the plaintiff's lands and wrongfully constructing a railway and railway bridge thereon, and wrongfully operating railway trains over the same and for an injunction restraining the defendants from further trespass upon the said lands of the plaintiff, and for a mandatory order, directing the removal therefrom of the said railway and all other structures erected thereon by the defendant."

This action refers to a bridge built over the aqueduct by the company, without the permission of the city council. A sub-committee of aldermen approved of the bridge last year, but the city council was never consulted.

ARMED POLICEMEN GUARD THE CROSSING

And His Worship Is Alert and Ready

Should the Railway Company Attempt to Relay the Rails the Firebell will Ring, a Fireman Will Turn water on the Intruders and Mayor Will Direct the Battle. What Mr. C.W. Spencer Says.

(By the Journal's War Correspondent)

The mayor is on the wall path, ready to general the forces at the Wellington Street crossing, in the event of a row.

Special policeman are on guard at the crossing until the trouble is settled they will live in a house nearby.

A fireman armed with a line of hose and a hydrant key is also at the crossing, and has instructions to turn the water on any person who attempts to interfere with the crossing.

Meanwhile the Canadian Pacific Railway Company has telegraphed for gates for the Crossing and Mr. C. W. Spencer says the rails will be laid as soon as the gates arrive.

Should the battle begin, the mayor has given orders that the fire alarm bell be rung 60 times.

Water and bullets may be in evidence.

Yesterday morning when his worship started up to the Railway Committee of the Privy Council, he had an idea that the city would get turned down, as the committee would have before them a plain and simple application for approval of plans and this in itself being what would appear a modest request, was apt to be granted.

The mayor sought legal advice on the matter and was told that even if the plans of the crossing were approved that the company would still be without the right to cross the street. This right they would have to acquire either by expropriation or straight purchase, As the city was the vested owner of the street in question.

This being the case the mayor went to the police station and ordered eight of the biggest men on the force along with Sergt. Major Moylan, to be in readiness, in case they were called upon. These men were armed with 48 caliber colt revolvers, and were to be put on the crossing to prevent the relaying of the tracks, if the plans were approved by Hon. Mr. Blair and his colleagues.

The plans were approved, the mayor caught a cab at the west block three minutes after and dashed down to the Bodega on the gallop. He loaded on the nine policemen, who by the way dined at the Bodega, and made another dash for the crossing. He stationed the men and gave them orders to prevent the company laying the tracks at all hazards. "Shoot if necessary," said the mayor, as he left them.

This was not enough, the mayor wrote the city solicitor the following letter:

Dear Sir, - in the absence of a copy of the order of the railway committee of the Privy Council, granted to the C. P. R. re Richmond road crossing, this morning, I have taken the precaution to order that a special guard of police be placed at the crossing in question to prevent the re-laying of tracks across the street at that point. As you were present and heard the arguments advanced by the C.P.R. and the nature of the order issued by the railway committee, will you kindly inform me if in the meantime, and until the courts have decided the questions before them, I am justified as mayor in continuing to protect said crossing with the view of preventing the C.P.R. Company from re-laying the same, and whether or not I would be justified in swearing in such number of special constables as may be required to protect the interests of the citizens. Yours truly,

W. D. Morris, Mayor,

Mr. McVeity's reply.

The city solicitor who was conferring with Mr. Aylesworth, K. C., at the time he received this letter, took his counsel again and this is the reply he sent the mayor:

Dear Mr Mayor, - in reply to your letter of to-day's date I beg to say that nothing which took place before the railway committee of the Privy Council of Canada to-day authorized the Canadian Pacific Railway Company or the Montreal and Ottawa Railway Company to construct or operate a crossing over Wellington street on the site of the crossing which was recently removed by yourself. It was expressly admitted by Judge Clark [sic], counsel for the railway company, during the application made this morning to the railway committee that the committee had no authority to authorize the construction of the crossing in question, and that the jurisdiction of the committee was restricted to prescribing the mode of crossing, and the protection which should be provided for the public using the highway. Consequently the order of the committee only deals with the matter of crossing and does not purport in any way to authorize the use of the highway by the railway company for the purposes of its railway. You are therefore justified in using all the force at your command to prevent any attempt that may be made by the railway company to lay its tracks across the highway in question at the point in question. If the company should attempt to construct or operate this crossing they will be acting without authority and will be trespassers upon the highway. Yours truly

(Signed) Taylor McVeity,

City Solicitor.

Twenty More Police.

In consequence of this reply the mayor last evening swore in twenty special constables and ordered twenty-five along with the sergeant major to go to the railway crossing. He went out at 11 o'clock last night and saw that all was well.

His worship has also arranged for a house to shelter the constables and for their meals to be furnished on the spot. These men will be quartered in the house, which is not more than a hundred feet from the crossing, until the question of rights in the matter are settled in the civil courts. Their instructions are to allow no one to meddle with the tracks or re-lay them, and in case of an attempt to do so by the Canadian Pacific Railway they are to alarm the police station and call out the whole force to their assistance. The mayor has also arranged with Supt. Geo. S. Macdonald to sound a general alarm with the big city hall fire bell. In the event of the company trying to lay the Crossing Mr Macdonald has been instructed to strike four rounds of fifteen blows, with intervals between each round - 60 blows in all. These will be repeated in each fire station and every available man will be taken to the crossing to defend the city.

Would Like the Militia.

The mayor says that if he can he will call out the militia to defend the city's rights in this crossing matter.

He has instructed the chief of the fire brigade to station a fireman at the crossing along with the police. This man is to have enough hose to reach the nearest hydrant. His instructions are to attach the hose and turn the water on anyone who tries to interfere.

What Mr. C.W. Spencer Says.

Mr. C.W. Spencer when asked last evening what the company intended to do in this matter said that the company were law-abiding citizens and would abide by the law. They had by the decision of the railway committee of the Privy Council the right to lay the tracks and as soon as the extra gates which he has ordered arrive the gates will be put in and the tracks laid.

Mr. Spencer did not offer to suggest how he would dispose of the mayor's military display and tactics of defense. These he intimated were matters of detail or minor arrangements.

The following private bills were introduced and read a first time:

To incorporate the Arnprior and Pontiac Railway Company - Mr. Lemieux.

New Railway to Montreal

Surveyors are at work on a short line between Ottawa and Montreal for the Canada Atlantic Railway. It is claimed that it will be the shortest line between the capital and the metropolis and that when the line is built it will be an easy thing for trains to cover the distance in one and a half hours. When the new line is built the Canada Atlantic fast trains will not run to Coteau. They will leave the central depot as usual, but will branch off from the present line after leaving Ottawa and will run direct to Vaudreuil and thence into the city of Montreal

- Ottawa Journal

A straight line between Ottawa and Montreal passes right through Vankleek Hill. If the road strikes Vaudreuil it will pass about six miles south of Vankleek Hill.

11/03/1901 *Ottawa Citizen* *Carleton Place* *Ottawa Broad Street*

Hundreds of those who were on hand to welcome the Strathconas yesterday had their first opportunity of inspecting the new Union station and surroundings. The station was opened early in the afternoon and many very favorable comments were passed by the hundreds that viewed its interior and exterior furnishings and fixings. Station Constables Sullivan and Kelly were both on duty and they worked good naturedly replying to the volley of questions aimed at them.

11/03/1901 *Ottawa Journal* *Prescott* *Wellington Street*

ON GUARD

How the Constables Fare at the Wellington Street Crossing

The special constables who are engaged in guarding the city's interests at the Wellington street crossing are having anything but a hard time. There are about twenty of them and they have established a system of watches by which two of them take two-hour spells in seeing that no tampering is going on with the crossing or that no preparations are made toward relaying the torn up rails. Sheltered in a brick house within call of the sentries the balance of the posse await in constant readiness to instantly respond to any alarm from the watchers. A restaurant close at hand supplies them with their meals and it is never necessary for any of them to go more than a stone's throw from the disputed locality. From a nearby hydrant a line of hose running to within a few feet of the track and terminating in an inch and a half nozzle [sic] bespeaks a chilly welcome for meddlers, which the black leather revolver holsters in the belts of the constables indicate that the reception might possibly be plenty warm enough despite the hose. The men are objects of a good deal of curiosity to the passers-by and many remark, such as "Stay with it, old boy. You're the stuff. Show them who runs the city, etc.," are shouted to the stalwart guards.

The constables do not seem to think that there is any danger of an attempt to replace the rails as long as the force remains where it is, but are inclined to believe that their withdrawal would be the signal to commence operations. Nor is there much stock taken in the story that the railway officials were raising a sufficient force to defy the police since this must certainly result in bloodshed. A line of hose could be easily run from the roundhouse to the scene of the trouble and it would be possible for them to fight water with water. It is generally conceded however, that owing to the serious results which must necessarily follow any act of open aggression, neither side will be in any hurry to take the initiative in commencing hostilities.

11/03/1901 *Ottawa Citizen* *Prescott* *Wellington Street*

COMMENT

Hon. Mr. Blair confesses that he knows what the railway committee meant by its order in the Wellington street matter, but the secret is locked in his bosom

11/03/1901 *Ottawa Journal* *Prescott* *Wellington Street*

THE LEVEL CROSSING

Hon. Mr. Blair, minister of railways, is reported as declining to express his opinion as to what is meant by the recent approval of the Railway Committee of the C.P.R. plans for the fourth level crossing of Wellington Street in Ottawa. Mr. Blair would not say whether the approval carried with it and authorization to the C.P.R. to lay the crossing at once or merely was intended to give to the C.P.R. a standing to test the matter in the courts.

Mr. Blair's indeterminate attitude is peculiar, but perhaps may be based on a difference of opinion in the Railway Committee itself, which consisted of five members.

However, in any case the civic position is strengthened. Unless the C.P.R. has a positive authority from the government to construct the crossing, its position must be much weaker than the city's in any trouble that ensues; the minister of railways having declined to say that the C.P.R. has government authority, it becomes a mighty risky thing for the C.P.R. to assume that it has and to act on the assumption.

11/03/1901 *Ottawa Journal* *Prescott* *Wellington Street*

This defence is expensive. City's armed force at Wellington Street will be reduced to twelve men. The excitement is cooling off. In the meantime the CPR are not spending a cent but are playing a waiting game.

13/03/1901 *Ottawa Journal* *Prescott* *Wellington Street*

ANOTHER OF THE COMPANY'S MOVES

Action Against the City Withdrawn From The Courts

The Canadian Pacific Railway Company have served notice on the city that they will not continue the suit against the city in connection with the injunction restraining the corporation from interfering with their crossing on Wellington street.

What Mr. Scott Says.

Mr. D'Arcy Scott, solicitor for the railway said to-day that the trial is coming up next month and that the company are not ready to proceed with the case, so they have dropped it for the present altogether.

This leaves matters as they were before the injunction proceedings were taken, except that the city has the rails up. and men on guard to prevent the company from re-laying the rails.

13/03/1901 *Ottawa Journal* *Prescott* *Wellington Street*

CPR advised the city that they believe they have the right to cross. City informed the CPR they are in error and will resist until the matter is settled in the courts.

13/03/1901 *Ottawa Journal* *Carleton Place* *Ottawa Broad Street*

Report Wanted

On motion of Ald. R.J. Davidson and Hopewell, a request was sent to Mr. Pratt asking him to report whether the Canadian Pacific Railway coal chutes at the Union depot had been built in accordance with the fire by-law, and if not why not.

C.P.R. COUNSEL'S LETTER

MR. SCOTT NOTIFIES MAYOR OF CO'S RIGHT TO LAY TRACK

Mayor Repiles That City Will Resist to Utmost Any Attempt to Replace the Wellington Street Crossing - Awaiting Developments.

The fight between the city and the C.P.R. on the Wellington street crossing is evidently coming to a head, and the climax is expected to be reached shortly. The company yesterday morning withdrew its undertaking not to use the crossing until legally authorized to do so and also formally discontinued the action which it instituted against the city to secure a permanent injunction restraining the corporation from barricading, destroying or in any way interfering with the Richmond road crossing. The case would have been tried at the April assizes. What this action on the part of the C.P.R. portends it is difficult to surmise but the opinion prevails that force will be used to assert what the C.P.R. claims to be its rights. The city will stoutly resist any attempt to lay the tracks.

Mr D'Arcy Scott yesterday visited the crossing, and Sergt.-Major Moylan, who is in charge of the guard, says the C.P.R. solicitor notified him that the company was going to put down rails again.

Mr. Scott says he merely asked the sergeant what would be done if the C.P.R. attempted to lay the rails and the latter said that force would be used to prevent the work. Apparently the climax in the affair is not far off.

Yesterday the mayor received the following letter from the C.P.R. respecting the Wellington street crossing:

W. D. Morris, Mayor of Ottawa.

Dear sir, - On February 28th last we wrote to you in this matter stating, on behalf of the company, that if the tracks across the Richmond road were not interfered with by the city we would undertake that the crossing would not be used until we were legally authorized to do so. You disregarded our undertaking and tore up the crossing, so that of course, the company would be bound by the undertaking given. However in order that there may be no misunderstanding, we beg now to inform you that in the opinion of the company they now have the legal right to lay the tracks and use the crossing and the undertaking referred to is therefore withdrawn.

SCOTT, SCOTT & CURLE."

MAYOR'S REPLY

To Mr. Scott's letter the mayor sent the following reply:

"Scott, Scott & Curle, Ottawa.

Gentlemen, - I duly received your communication of the 12th inst. re the Richmond road crossing, and note what you say. I will transmit your letter to the city solicitor and council for information.

I am constrained, however, to direct your attention to the fact that you are in error stating that I disregarded your undertaking, and tore up the crossing. You are, of course, aware that the work of removing the rails was well underway when you arrived on the spot and handed me the communication referred to, so that it would appear to me that you only decided to write said undertaking when you became convinced that the city was determined to assert its rights and protect its interests by removing the crossing in question.

As I understand the matter personally, there is no necessity to withdraw the undertaking referred to, as it never was accepted by myself or any other party on behalf of the corporation.

With regard to the company's view that they now have the legal right to lay the tracks and use the crossing I am of opinion - which opinion is backed up by city solicitor McVeity, Mr. Aylesworth, K.C. and others - that your company has no such right and beg to inform you that the city will resist to the uttermost any or all attempts to relay the tracks until such time as the matter is finally settled by the courts, or otherwise.

I remain, yours truly,

W.D. MORRIS, Mayor.

C.P.R. OFFICIALS THERE

Mr. Thomas Tait, general manager of C.P.R. lines east of Fort William and other C.P.R. officials, reached the city yesterday, but will say nothing as to the intentions of the company or the course which it purposes to follow. Mr. Tait complains, however, that the city is not giving the C.P.R a fair show or encouraging it in any way to help build up the capital.

With the expectation that trouble was about to ensue a big crowd went out to the crossing yesterday afternoon, and the police force was there at almost full strength, prepared for a struggle if necessary, but the C.P.R employees who, it was expected would attempt to relay the tracks failed to put in an appearance. At one time the roadway was black with people and every rig coming and going hauled up and awaited developments, but the number gradually melted away and some of the policemen who had been called from their beats uptown returned.

That a keen interest is taken in the case by the citizens is evidence by the crowd who lose no time in getting out to the crossing whenever trouble is anticipated. They seem to be spoiling for a fight.

As all litigation has been withdrawn, the only course for the C.P.R. to pursue if it wishes to put down the tracks would appear to be by means of force. The company officials reiterate the assertion that they have legal authority for their action and say the crossing will go down police or no police, but when the struggle will occur, or what tactics will be resorted to, has not yet been made apparent. The discontinuance of proceedings and the presence here of big officials of the road give color to the prevailing opinion that matters will soon come to a focus.

Mayor Morris was out at the crossing yesterday afternoon. With him he took a copy of the riot act and had it been necessary the head of the corporation would have lost to no time in reading it. His worship says that those who attempt to relay that crossing without the authority of the law will meet a hot reception.

14/03/1901 *Ottawa Journal*

Prescott

Wellington Street

CPR intends to get even with the city by diverting traffic through Smiths Falls.

14/03/1901 *Ottawa Journal*

Carleton Place

Ottawa Broad Street

THE ROOF IS ALL RIGHT.

Builder Inspector Pratt has inspected the roof of the coal shutea owned by the Canadian Pacific Railway at the Union Depot and says that this roof ha been built to comply with the fire by-law.

The company has covered the shingled roof with a non-combustible material which Mr. Pratt says is very satisfactory..

14/03/1901 *Montreal Star*

Arnprior and Pontiac

Second reading, - bill (No. 55), an act to incorporate the Arnprior and Pontiac Railway Co. - Mr. Lemieux. E

15/03/1901 *Ottawa Journal*

Chalk River

Haley's

"SOO " TRAIN OFF THE TRACK

The "Soo" train due at the Canadian Pacific station htismorning ran off the track at 4.30 o'clock one mile this sideof Haley's station, but fortunately no one was hurt although the passengers were somewhat shaken up. The engine, baggage , first class and Pullman cars left the track and landed (?) one their sides. The cause of the derailment is unknown to the officials at Ottawa.

15/03/1901 *Renfrew Mercury*

Prescott

Wellington street

Ottawa and the C.P.R. are at loggerheads over the laying of a level crossing on Wellington street. Mayor Morris, who is a fighter from head to foot, has a force of special police guarding the crossing to prevent the railway people putting down the rails. Popular sympathy is very much with the Mayor at present; but the C.P.R. is playing a waiting game, and the guard is costing the city from \$30 to \$50 a day. --

ACCIDENT AT ST. POLYCARPE

There was a railway accident at St. Polycarpe Junction this morning and it was rumored in the city that Engineer Lumaden was badly injured by being pinned down by the engine, which left the rails and turned over on its side. No confirmation of the rumor could be obtained from the local Canadian Pacific Railway officials, as the accident occurred on the Ontario and Quebec division. According to the rumor the engine had to be jacked up in order to get Lumsden from beneath it. All the passengers escaped without injury.

15/03/1901 *Renfrew Mercury**Locksley**Pembroke*

Yesterday afternoon Mayor Millar received a telephone message from Mr. W. D. Cunneyworth, agent of the Canada Atlantic Railway, that a young woman had given birth to a child on the Madawaska train due here at 5:30 p.m., and that she was without money or friends in Pembroke. The Mayor at once informed Dr. Joseph, who, along with the Mayor, awaited the arrival of the train, which did not come in until a few minutes before six. The woman and child were removed to a temporary bed which had been prepared in the ladies waiting room, and the Mayor afterwards had them conveyed to Mrs. O'Briens at "The Castle", who agreed to take charge of them at the Corporation's expense. The unfortunate girl, for she is said yet to be sixteen, is a pole, and comes from near Killaloe and her name is Mary Planke. She got on the train at Wilno, and had only twenty-five cents in possession. When at Golden Lake she was taken sick, and Conductor Martin got an Indian woman, Mrs. Machell, to come to the assistance of the unfortunate girl, who kindly came on with her to Pembroke.

15/03/1901 *Ottawa Citizen**Prescott**Wellington Street*

The mayor's elaborate arrangements to throw cold water on any attempt of the railway company to relay the Wellington street crossing appear to have succeeded.

Follow up Page ?

15/03/1901 *Ottawa Journal**Prescott**Wellington Street*

APPEAL TO THE COURTS

Canadian Pacific Railway Company Applies for an Injunction Against the City.

The Canadian Pacific Railway Company has commenced, a new course of action in connection with the crossing on Wellington street. Yesterday afternoon they issued a writ of summons on the city, giving notice that at the next sitting of the High Court they would apply for an injunction restraining the city from interfering with the laying of their track on Wellington street or the operation of the railway, thereon.

This morning Mr. D'Arcy Scott says that this is the course of action the company has contemplated all along and that they have never for a moment thought of trying to lay the rails by force. He claims to be confident that the court will grant the injunction as the company followed out the letter of the law before they made application. The order from the Railway Committee of the Privy Council the company charter and the wording of the Railway Act, Mr. Scott says, are all in their favor and that they will undoubtedly win in court.

WHAT THE MAYOR SAYS.

His Worship the Mayor has quite another view of the matter and says that he is of opinion that the court will not even consider the company's application for the injunction. He has wired for Mr. A. B. Aylesworth, K. C. of Toronto, to come down to-morrow and assist Mr. McVeity in arguing against the granting of the injunction. The Mayor says that the reason the company withdrew their previous action in the courts was because they felt that they were going to be whipped. If it went to court and the court ruled against them then law would be made which would affect the railways in every municipality from Halifax to Vancouver.

Mr. McVeity is closeted at his home to-day away from the worries of the office preparing his arguments to oppose the injunction.

This morning his worship received the order from the Railway Committee of the Privy Council; made in reference to the plans and profiles submitted at the meeting held last week.

The Order.

"The Montreal and Ottawa Company have submitted a plan and profile of its railway crossing the highway known as Richmond road, or Wellington street, in the city of Ottawa.

"The said committee having heard counsel for the company, the city of Ottawa, the county of Carleton, and the township of Nepesin, respectively, and having duly considered the evidence submitted on their behalf hereby approves of said plan and profile.

"And the said committee having received the sanction of the Governor General in Council as appears by order of the Governor General in Council No. P.C. 552, dated the 13th day of March, 1901, and the company, its counsel having consented thereto, requires the company to protect at its own expense the said street or public highway by two gates, said gates to be in addition to the gates already erected by the Canadian Pacific Railway Company protecting certain crossings of that company over the said street, or public highway and to be placed and installed to the satisfaction of the government chief engineer of railways and canals.

"If at any time the said committee orders the said crossing to be removed the company shall at its own cost remove the same.

"Provided, that this order shall not in any way affect any application which may be now pending or hereafter made to the said committee by the city of Ottawa, or any other party in interest for an order for the further protection of the said crossing by the changing of the location of the tracks of the company, the construction of a subway or otherwise."

The above order does not in any way establish the right of the railway to cross the street according to City Solicitor McVeity. Both he and Mr. A. B. Aylesworth hold that before the company can legally lay their tracks they must purchase or expropriate the right of way across the city street.

15/03/1901 *Ottawa Citizen**Prescott**Wellington Street*

ANOTHER INJUNCTION

C.P.R. Again Seeks to restrain City From Interfering With Street Crossing.

As intimated in the Citizen last evening the C.P.R. is again going to the courts for an injunction to restrain the city from interfering with the Wellington street crossing.

Late yesterday afternoon, Mr. D'Arcy Scott, local solicitor for the railway, issued a writ against the city to secure an injunction restraining the corporation preventing the company re-laying its tracks on Wellington street or otherwise interfering with the operation of its line at that point.

Accompanying the writ is a notice that at the weekly high court on Saturday application will be balance illegible.

16/03/1901 *Ottawa Citizen**Winchester**St. Polycarpe*

ENGINEER WILL DIE

Montreal, March 15th.- the Canadian Pacific Express, No. 5, which left Montreal for Toronto at 9 o'clock last night was wrecked by running over an open switch at St. Polycarpe Junction, and engineer Lumsden of this city, who is now in the General Hospital here, was so badly injured internally that he will die, probably within forty-eight hours. The express messenger was slightly scalded but all others, including the passengers, escaped. The engine, baggage car and mail and express cars left the track, tore up the track rails and knocked down several telegraph poles.

After this damage had been done the engine and cars ? in the ditch, where they still lie, blocking the track. It is not expected that the line will be clear before morning and until then all trains to and from Toronto will go and come via Ottawa.

The railway officials have given out a statement in which they state that the responsibility of the wreck cannot yet to be determined ? ? they can form any idea of the loss of the wires and repaired ? ? established

The rest is illegible.

The Soo Train Ditched at Haley's Station

The west bound "Soo" train on the C.P.R., which passed through Ottawa at 1.40 a.m. was ditched at Haley's station a few miles west of Renfrew about 4 o'clock this morning. Fortunately none of the passengers were seriously injured. With the exception of the engine almost the entire train, including baggage, tourist, first class car and pullman left the track and the rails were badly torn up.

Balance illegible.

C.P.R. TRAIN WRECKED

Toronto Express Ran Into Open Switch Engineer Badly Injured.

West bound passenger train No. 5. which left Windsor Statlon at 9 o'clock Thursday night was derailed two hours later at St. Polycarpe Junction by running into an open switch. The locomotive and tender, baggage. second-class and day cars left the track and George Lumsden, the engineer in charge, sustained severe internal injuries. He is now in the General Hospital here. The passengers were badly shaken up by the cars running into the telegraph poles, but all were able to continue their journey to Toronto on the train that was quickly made up. The line was blocked until 5.15 o'clock yesterday afternoon.

Mr. Thomas Tait, manager of the Eastern lines of the Canadian Pacific Railway, yesterday gave out the following statement regarding the accident: "On account of an open switch, the engine, tender, baggage car. second class car, and first-class car of No. 5 Toronto train were thrown off the track at St. Polycarpe. The accident occurred at 11 o'clock last night, and the passengere were naturally a good deal frightened and shaken up, but unhurt. The only man who was hurt was Engineer Lumsden.

"For a while, he himself, did not seem to know it, and stoutly protested that there was nothing wrong with him, but later on he was found to have some internal injury, which, however, was at the time declared not to be dangerous. He was taken to Montreal, and is now in the General Hospital. A wrecking train was sent out from here, and a new train was made up, so that all the passengers have left for their destination. The wrecked train still obstructs the track, and for the present we reach Toronto by the way of Ottawa. How the work of clearing the track is progressing we do not know, because the cars, in leaving the track, knocked down the telegraph poles, and the wires are useless."

Mrs. Lumsden came from Smith's Falls yesterday to visit her husband, and was at his bedside last night, as were several officials of the company. The hospital attendants say that Lumden's condition is precarious.

CITY WINS A SECOND TIME

WELLINGTON ST. CROSSING MUST NOT BE LAID

Ar Least Until After the Case Between the City and Company is Tried in Court.

Chief Justice Falconbridge on Saturday refused to grant the Canadian Pacific Railway company an injunction restraining the city from interfering with the laying and operating of tracks across Wellington street.

This case created a great deal of interest among the legal fraternity, who almost filled the courtroom. The city fathers were also well represented. Mr. A. B. Aylesworth, K. C. placed the case clearly before the judge and not a point for the city was left untouched. It was one of the most masterly arguments ever heard in the city.

Page 7 column 5

INJUNCTION REFUSED

JUSTICE FALCONBRIDGE DENIES C.P.R.'S MOTION

Thinks No Interest Will Suffer by Leaving Matters in Status Quo to Be Argued at the Trial of the Action.

As published exclusively in the Evening Citizen on Saturday, Mr. Justice Falconbridge refused the application of the Canadian Pacific Railway for an interim injunction to restrain the city from interfering to prevent the construction of a crossing for the Montreal and Ottawa railway on Wellington street. Mr. D'Arcy Scott appeared for the C.P.R., Mr. A. B. Aylesworth, K. C., Toronto, and Taylor McVeity for the city. Among those present were Mayor Morris Ald. Jas. Davidson, Fred Morris, Hopewell and Dearing.

Mr. Scott, in presenting his case said the company had by its charter the right to build a road around the city to connect with the C.P.R. at the west end of the city. The company had obtained an order from the railway committee giving it the power to cross the street.

Mr. Scott put the order in as an exhibit, and his lordship mentions that in the case of the Metropolitan Railway company application to form a junction with the C.P.R. at Toronto, it was ruled that the company should expropriate and asked if it applied in this case.

Mr. Scott said that while the city made the contention he submitted it did not apply in this case. The Metropolitan company's charter made it necessary for it to apply to the city for right of way, while the M and O. company's charter did not require it.

Proceeding, Mr. Scott read from the railway act, sections 187 and 188, to support a contention that the railway companies always have the power to cross streets in the line of the railway. All that is necessary is to ask the railway committee to state the mode of crossing. In the Metropolitan company's case the road ran along the street, while in this case it merely crossed a street as empowered by law.

Mr. Scott reviewed the circumstances connected with obtaining and dissolving the first injunction obtained, and told of the C. A. R. company's injunction. He relied on the decision of the courts in the Canada Atlantic case on the general provisions of the railway act.

THE CITY'S SIDE.

Mr. Aylesworth said the city was ready to join issue on the case entered by the railway company and have the case go to trial in April. There were large interests at stake in the case.

The M. and O. railway company would not use the crossing; it was wanted for the C.P.R. to avoid the necessity of constructing a turntable. When it was in use the company utilized it exclusively for shunting purposes and not for through traffic.

Continuing, Mr. Aylesworth said the M. and O. railway is at least two miles distant from the crossing and could not possibly require it before the sitting of the court in April, when the rights of all parties would be determined.

He showed by a plan how the C.P.R. for years has shunted its trains until the fire in April last. Since then the Wellington street crossing plan was evolved, and was only a convenience for yard purposes. Mr. Aylesworth read from the act giving a charter to the M. and O. company showing that it had no power to enter the county of Carleton. The charter specifies that it may run through the counties of Vaudreuil, Prescott and Russell to a point near Ottawa. The road may connect with the Grand Trunk or other railways near Ottawa.

He gave particulars to show the menace to public safety and convenience by a fourth crossing on Wellington street, the most traveled entrance to the city.

After reading the mayor's affidavit setting forth the negotiations between the city and the C.P.R. Mr. Aylesworth told of the interim order obtained by the company and the subsequent litigation and clash between the city and the company. He then contended that the property was not a highway in the ordinary sense. It was private property of the city, having been bought by the city from the Bytown and Nepean Toll Road company for \$1,170 in 1889. The result of that transaction was to vest in the city the freehold of that piece of property. Mr. Aylesworth quoted analogous cases and said the city held that the company cannot cross without expropriation and compensation. He read from section 601 of the municipal act vesting the roads in the municipality.

NO SIGN OF A BELT LINE

Proceeding, the learned counsel reverted to the argument that the M. and O. company could not use the crossing, that it was the C.P.R. that first approached the first entered action against the city, and now a new company makes the demand. The application said a belt line was to be built around the city. No belt line is being built and the crossing is wanted solely for switching purposes for the C.P.R.

Dealing with Mr. Scott's contention that a charter obtained from the Dominion parliament has greater power and precedence over charters from legislatures, and is in a different position, Mr. Aylesworth said the powers of the two bodies are co-equal in this respect, and if there were any difference it would be in favor of the legislature as the Dominion parliament has no control over the streets or civic government, a power exclusively within the jurisdiction of the legislature. He said it was absolutely unreasonable to contend that the city should not be consulted in the matter of crossing a street.

JURISDICTION OF RAILWAY COMMITTEE

The jurisdiction of the railway committee was next dealt with and Mr. Aylesworth argued to show that approval of plans by the committee does not give power to construct and operate. The same section that gives power to cross a highway gives power to cross a farm, but does not in any way free the company that takes the land from obligations to give compensation. The company would have no right to cross a farm and deprive a man of freehold without compensation and it was monstrous to suppose that it could take control of a city street without warrant or leave. All the railway committee said to the company was you may cross at a level.

Mr. Aylesworth spoke for one hour and was followed by Mr. Scott in reply

MR. SCOTT'S ARGUMENT.

He said that they would not bound in any way to go to the city and went as a matter of convenience. The plans of the M. and O. railway company were filed on February 19th, 1900, months before any of the questions in dispute arose. The M. and O. is leased by the C.P.R. and though the C.P.R.'s name was used it should have no effect on the result. Mr. Scott said that there was no deed in the registry office to show that the road company had sold the road to the city. It was probable that the city had paid so much money to discontinue the use of the road. A road company does not own the road, merely having the power to collect tolls in return for which it shall keep the road in proper condition. In reply to an affidavit showing the number of vehicles crossing the street, Mr. Scott said it was a question for the railway committee to deal with. Mr. Scott also pointed out that the count of vehicles and pedestrians was made on the day before Christmas, when there was an unusually heavy traffic. It is the company's right to cross the road and it is a most serious inconvenience to be blocked for even a day.

THE JUDGE'S DECISION

His lordship then dismissed the application with costs in the cause in any event. He said there were too many questions to be answered off hand on an interlocutory motion. He did not wish to say anything to prejudice the case at the trial of the action. There were important questions to be decided involving the question of ownership of the land, the right of the Montreal and Ottawa railway to enter Carleton county, and others. He was not determining these, but suggested that they are matters of profound importance. The balance of public safety and convenience pointed in the direction of refusing the injunction. The matter could remain in statu quo for the present.

RAILWAY COMMITTEE 'S JURISDICTION

He wished to state that in refusing the application it was without disrespect to the power and jurisdiction of the railway committee of the privy council. He did not think the committee professed power beyond making proper precaution for public safety and approving the profiles and directing that the crossing be erected in a certain way. He supposed the parties could agree to bring the action to trial forth with.

Mr. Scott asked his lordship to make trial at the next court a condition of the order dismissing the application, but Mr. Aylesworth said it was not necessary, the city would be ready.

Mr. Aylesworth was heartily congratulated by the mayor and aldermen on his success and the mayor also came in for compliments.

WILL THE C.P.R. APPEAL?

"Would it be right to interpret your request for a specific trial as indicating that you will not appeal from his lordship's decision?" asked the Citizen of Mr. Scott.

"Oh! I don't think so; that question has yet to be considered," was the reply.

20/03/1901 Ottawa Journal Prescott Wellington Street

HAVE FILED THEIR CLAIM

RAILWAY COMPANY TAKES ANOTHER STEP

The Crossing Matter now in Litigation. Mayor Wants a Viaduct at Company's Expense.

Messrs. Scott, Scott and Curle, acting for the Ottawa and Montreal Railway Company, have filed their statement of claim against the city in connection with the writ against the corporation with respect to the Wellington street crossing. The statement of claim is a formal affair outlining the contentions of the company with respect to the alleged right by law to use the crossing. This was done yesterday. It now remains for the city solicitor to file the reply to this statement of claim and then the case will come up in due form at the assizes. That is of course if a compromise is not made, but this is not likely to happen in view of the fact that the city is determined that no stone will be left unturned to decide for all time to come the exact rights of the company and the city.

The recent fight with the Canadian Pacific and Montreal and Ottawa combination has taken all the attention away from the Canada Atlantic crossing on Bridge street. This is according to the city's claim a parallel case to that of the Wellington street crossing, but as the Canada Atlantic Company has gone more quietly and systematically about what they require they have succeeded with a less degree of notoriety. That case also comes up in April and will also be decided for or against the city.

The mayor is Confident

His Worship the Mayor has very pronounced views as to the ultimate outcome of these cases. He feels sure that the city is going to win out, and says that he is not going on his own judgment when he says this. The mayor has been talking to several prominent members of parliament on this question, and he says that they have all agreed that the city is bound to win and that it is almost a certainty that the Montreal and Ottawa company will not let the case go to court if they can help it.

Should the city win out in this case it is claimed that it will mean that in future a railway company will have to purchase the right of way over every public highway in the Dominion before the company can run a line of rail across the country. Each municipality would have to be dealt with separately and each would have to say as to whether or not the railway should cross their highways and in what manner they should cross.

The mayor says he has information which leads him to believe that the railway company will be willing to pay a share of a viaduct over the Wellington street crossings rather than go to court. Now he contends that the city should not have to pay 5 cents of the cost of such a viaduct. He claims that the Canadian Pacific and Canada Atlantic companies have been responsible for the present state of this road. They have by laying their tracks made the road dangerous for public traffic, and if the courts decide against the company then the company should be ready to replace and maintain the roadway in its original state of safety either by erecting overhead railway tracks or constructing a viaduct at their own expense.

21/03/1901 Merrickville Star Chalk River Haley's

The C. P. R. "Soo Express going west was derailed last Friday morning at 4.20 o'clock one mile east of Haley's Station. The tender, baggage car, tourist car, sleeper and two coaches left the track. The train was running at a good speed and the track was torn up for some distance. A number of the passengers were badly bruised but none were seriously injured. The cause of the accident is not known.

22/03/1901 Almonte Gazette Renfrew Caldwell

An elderly man named Hugh Henderson, a resident of Grattan township, was killed by the snowplough special on the Canada Atlantic near Caldwell's station on Wednesday afternoon. Henderson was walking along the track with his shovel on his shoulder, and evidently heard the whistle, for he started to run ahead. But he must have been confused, for he remained close by the rails, and was struck and killed. - Renfrew Mercury.

22/03/1901 Almonte Gazette Winchester St. Polycarpe

Geo. Lumsden, of Smith's Falls, a C. P. engineer, was given a promotion, and was making his first run in charge of a passenger train last Thursday, when he met with an accident that caused his death. At St. Polycarpe his engine jumped the track during a storm and turned completely over.

Lumsden was caught beneath the engine and lay there for eight hours before help reached him. He was taken to the Montreal General Hospital, where he died. Deceased leaves a widow and four children. His funeral took place at Smith's Falls this week, and was attended by the Locomotive Engineers, the I. O. F. and the S. O. S., of which Mr. Lumsden was a member.

22/03/1901 Almonte Gazette Chalk River Haley's

The "Soo" express going west was derailed last Friday morning one mile east of Haley's station at 4.28. a.m. The tender, baggage car, a tourist's car, a sleeper and one or two other coaches were detached. The cause of the accident could not be learned. The train was going at a pretty fair rate of speed and the track was tore up for a considerable distance. Superintendent H. B. Spencer left for the scene Friday morning and a wrecking train went out from Carleton Place. The company also telegraphed for its physician from Renfrew. Although several passengers were bruised and sustained nervous shocks, the railway authority state that too no one was seriously injured.

22/03/1901 Renfrew Mercury Eganville Eganville

From the Enterprise. C.P.R. roadmaster James Kelley, and bridge foreman, Mr. Best were in Eganville yesterday. They inspected portions of the local branch line, in view of the proposed improvements which the company contemplates doing this year. The trestle, near the village, will be filled in, and in all likelihood the entire line between Eganville and Renfrew will be ballasted.

22/03/1901 Eastern Ontario Review Winchester St. Polycarpe

Accident at St. Polycarpe.

The Toronto express on the C.P.R. ran into an open switch at St. Polycarpe on Wednesday night. The train left the track and the engine fell over on Engineer Lumsden, of Smith's Falls. He was seriously injured. No passengers were dangerously hurt although all were badly bruised.

Engineer Lumsden has since died.

29/03/1901 Ottawa Journal Maniwaki Chelsea

The biggest landslide in the history of the Ottawa and Gatineau Railway occurred last Thursday night about a mile and a half this side of Chelsea. The whole side of a cliff, 188 feet in width, slid down on to the railway tracks and covered them over to a great height. A gang of 100 men under Roadmaster J. Brennan started work yesterday clearing the tracks. They worked all day and just as they had made a clean passage for the trains about 4 o'clock in the afternoon, another landslide took place. The men are at work again today. Trains in the meantime work to both sides and passengers are transferred across.

01/04/1901 Ottawa Citizen Pontiac Pacific Junction Hull Beemer

About May 1st work will be started on the new Hull station of the P and P.J. railway . It will be situated near Chaudiere street at the junction of the two lines. From the new station over the Interprovincial bridge to the Central depot the trains will traverse the one line. Plans for the new station are now being prepared. It will be a two story structure, built of brick or stone at a cost of about \$4,000. As soon as the weather permits work will be resumed on the extension of the P. & P. J. railway from Aylmer to Hull. The tracks have been laid as far as Deschenes and the grading has been completed to a point within half a mile of Hull city limits, It is expected that trains will be running over the Interprovincial bridge direct from Aylmer by July 1st. At present a temporary station is being used in Hull for the accommodation of parties travelling on the O. & G.V. Railway.

01/04/1901 Ottawa Journal New York Central

The engineers on the New York and Ottawa short line have received instructions to run slowly over portions of the road which have been more or less affected by the frost. The locomotives on this line have been undergoing repairs in preparation for the summer traffic.

01/04/1901 Ottawa Journal Maniwaki Chelsea

The landslide which occurred on Thursday night near Chelsea and which had a demoralizing effect on the service of the Gatineau Valley Railway was entirely cleared away by two o'clock yesterday afternoon, allowing the trains to resume their scheduled time. No time was lost in removing the obstruction, and the speed with which it was done reflects great credit on the roadmaster. Mr. J. Brennan.

01/04/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

If the present expectations of the Ottawa and Gatineau and Pontiac Pacific Junction Railway are realized the trains on these lines will be running over the Interprovincial Bridge on April 6th. The date for the formal opening of the bridge has not yet been decided upon but from present indications it will probably take place about a week later. His Excellency the Governor General and Premier Laurier will officiate at the ceremony.

01/04/1901 Ottawa Journal Prescott Chaudiere

COMPANY'S NEW MOVE

The Canadian Pacific Railway company has served notice on the city clerk that they will apply to the Railway Committee of the Privy Council for the right to expropriate the lands on which the stone arch was constructed over the waterworks aqueduct by them last year for the purpose of extending their yards. Some time ago the city solicitor took action against the company for trespass on account of their having built this arch without the legal permission of the city council.

By expropriating the land the company will avoid this lawsuit.

The stone arch was constructed last summer by the company, but it has since come out that the only authority that they had for doing so was that given by Ald. Mason and Engineer Galt. There is no record of the council showing that the company had the authority of the council to construct the arch, which is on civic property.

01/04/1901 Ottawa Journal Renfrew

The Governor General's car "Victoria" has recently been overhauled and re-decorated at the Canada Atlantic shops. The car now presents a fine appearance and has been put in readiness for the summer service.

02/04/1901 Ottawa Journal Tramway

Messrs. Bronson and Weston have renewed their application for permission to construct a siding from the Ottawa Carbide Works to the Ottawa Electric Railway. Owing to a dispute some time ago over the right of the OER to carry freight the negotiations were dropped. The matter has never been settled.

04/04/1901 The Equity, Shawville Pontiac Pacific Junction Hull

About May 1st work will start on the new Hull station of the P. and P.J. railway. It will be situated near Chaudiere street at the junction of the two lines. From the new station over the Interprovincial bridge to the Central Depot, the trains will traverse the one line.

The plans for the new station are now being prepared. It will be a two story structure of brick or stone at a cost of about \$4,000.

As soon as the weather permits, work will be resumed on the extension of the P. and P.J. railway from Aylmer to Hull. The tracks have been laid as far as Deschenes and the grading has been completed to a point within half a mile of Hull city limits.

It is expected that trains will be running over the Interprovincial bridge direct from Aylmer by July 1st. At present a temporary station is being used at Hull for the accommodation of parties travelling on the O. and G. railway.

04/04/1901 Merrickville Star Maniwaki

A big landslide occurred on the! Ottawa and Gatineau Railway near Chelsea a few nights ago when the whole side of a cliff, 188 feet in width slid down on the railway track and covered it over to a great height. A gang of 100 men was put on and in a few hours a clean passage had been made for the trains. The work had just been completed when another landslide occurred. The second one was not so serious as the first and the track was soon cleared of the obstruction.

04/04/1901 Ottawa Journal Carleton Place Ottawa, Broad Street

A steam boiler has been installed into the basement of the new Canadian Pacific Railway station on Broad Street for the purpose of heating the cars. The heating has hitherto been done by a discarded locomotive.

05/04/1901 Eastern Ontario Review Canada Atlantic

Surveyed Three Routes

The Canada Atlantic Railway authorities state that they have surveyed three routes for their short line to Montreal. One route is from Glen Robertson direct to Vaudreuil. A second is from St. Justin direct to Vaudreuil and a third is north of both of these and not touching at Vaudreuil at all, but entering Montreal by a direct line.

05/04/1901 Almonte Gazette Chalk River Almonte

Terrible accident

In the CPR yard here on Monday afternoon (1/4) last the section men were engaged in leveling the siding between the Church Street crossing and the Elmsdale Flannel Mills. The front section of a freight train was on the same siding and was shunting. The Freight engine and a few cars were backing down to be coupled to the rear section at the same time that the afternoon express for Winnipeg came thundering along. Mr. William J Code, section foreman, was busy putting a spike on the siding, and seems to have forgotten the fact that the freight train was on the track on which he was at work. As the express went whizzing past the freight backed slowly in the same direction. Mr. Code kept working away, unconscious of impending danger. The brakeman of the freight shouted to him repeatedly to get out of the way, but the noise of the trains prevented his being heard and the end of the car struck Mr. Code turning him partially around and he fell prostrate across the rails face downward. The rest of the story can be imagined. The ponderous wheels passed over the unfortunate man, virtually bisecting his body about the waist. A car and a half passed over him. When the train was stopped he was taken out dead. He probably never knew what happened him. The shocking scene was witnessed by one of his fellows at work, Mr. Tom Walker, and by one or two others. The body was removed to the side of the track. Doctors were soon in attendance and the coroner Dr. Burns, on learning the facts decided that an inquest was unnecessary. The body was taken to Mr. Donaldson's undertaking establishment where it was dressed and taken to the house of deceased next morning and on Tuesday afternoon the funeral took place by CPR to Franktown his old home. A large number of friends were present to show their sympathy.

Dalkeith

A car load of young calves were loaded at the station here this week for Montreal here this week for Montreal market.

TERRIBLE ACCIDENT

Mr. W.J. Code, Section Foreman, Killed Instantly. Cut in Two by a Freight Train - Particulars.

In the C. P. R. yard here on Monday afternoon last the section men were engaged in leveling the siding between the Church Street crossing and the Elmsdale Flannel Mills. The front section of a freight train was on the same siding, and was shunting. The freight engine and a few cars were backing down to be coupled to the rear at the same time that the afternoon express for Winnipeg came thundering along. Mr. Wm. J. Code, section foreman was busy pulling a spike on the siding, and seems to have forgotten the fact that the freight train was on the track on which he was at work. As the express went whizzing past the freight backed slowly in the same direction. Mr. Code kept working away, unconscious of impending danger. The brakeman of the freight shouted to him repeatedly to get out of the way, but the noise of the trains prevented his being heard, and the end of the car struck Mr. Code, turning him partially around, and he fell prostrate across the rails, face downward. The rest of the story can be imagined. The ponderous wheels passed over the unfortunate man, virtually bisecting his body about the waist. A car and a half passed over him. When the train was stopped he was taken out, dead. He probably never knew what happened to him. The shocking scene was witnessed by one of his fellows at work, Mr. Tom Walker, and by one or two others. The body was removed to the side of the track. Doctors were soon in attendance, and the coroner, Dr. Burns, on learning the facts, decided that an inquest was unnecessary. The body was taken to Mr. Donaldson's undertaking establishment, where it was dressed and taken to the home of deceased next morning, and on Tuesday afternoon the funeral took place by C. P. R. to Franktown, his old home. A large number of friends were present to show their sympathy. Rev. Mr. Riggs officiated. The late Mr. Code was an excellent citizen, quiet and honest and unostentatious, but greatly esteemed by all who knew him. He had a reputation as one of the best section for men on the line. He was thirty-two years old - in the prime of his life. He came here about three years ago from Franktown, built a fine house in the Springfield section, and was apparently prospering, judging by the constant improvements he has been making on his property. He was an exemplary man, a model foreman, conscientious in his work, and had qualities that won him warm friendships. He leaves a widow and two children - a boy of five and an infant girl of three months. These, it is needless to say, have universal sympathy in their sudden and heart-breaking affliction.

As soon as Mr. H.B. Spencer, C.P.R., superintendent, heard of the accident to the late Mr. Code, he wired to have Undertaker Donaldso take charge of the body and make all funeral arrangements. The expense was generously borne by the company, which lost one of its most faithful officials in the death of Mr. Code.

Letter to editor. Gatineau RR higher fare. Taxing travellers to pay for the bridge. A summer resident's protest against increase in rates.

Landslide at Hudson.

A small landslide caused by the spring floods at Hudson on the C.P.R short line blockaded the tracks Thursday evening (11/4) for a couple of hours. The material was easily removed and outside of the delay to the local, passenger train traffic was unimpeded.

The C.P.R, short line to Ottawa was practically tied up on Monday (8/4) last owing to the track being under several feet of water at Cobb's lake. The fast trains in the morning were several hours late. In the afternoon they were cancelled altogether. The service between Montreal and Plantagenet was kept running by the crew of the mixed train.

The Canadian Pacific fast train from Ottawa was over two hours late in arriving at Windsor station Montreal. The reason was that the flyer had run for about two miles and a half on tracks submerged under two and sometimes four feet of water. This flooded section is near Pendleton station, about thirty miles this side of the Capital. The train which left Ottawa at 9.05 a.m. and is due in Montreal at 11.20 did not reach Windsor station until 12.55 this afternoon as it took about an hour to cover the lake like expanse of country. In places the water was almost deep enough over the tracks to touch the car steps. Fences along the track were completely submerged, and the water was within six feet of the telegraph lines. People in the district are making their way about in boats and some farm houses are completely isolated. Owing to the good condition of the road the trains continue to run over the tracks at a very moderate rate of speed, but if the water rises much more they will have to be discontinued. It is believed that the high water mark has been about reached, as the snow is nearly all melted.

Mr. E.J. Chamberlain, general manager of the Canada Atlantic Railway was in Montreal Friday (5/4) and expressed himself very plainly on the elevator question. He states that the contract his company has in connection with Coreau and ?? between than point and Montreal had expired after running three years. They now have to make other arrangements and unless something can be done in Montreal the company will have to go elsewhere.

Another landslide took place at the troublesome spot on the C.P.R. near Pakenham today (Thursday), when about eight feet of earth slid away from the track. The pile-driver went to the scene. A big job is ahead for the staff of workmen, apparently.

The "slip-in" as it is called, on the C.P.R. about a mile out from Pakenham station, is in a rather dangerous condition at present. Watchmen and workmen are in constant attendance, and all trains cross at a very low rate of speed. This is where so much labor was spent a few years ago in pile driving and filling up with stones.

Another Washout Near Pakenham.

For the past ten days or so the C.P.R. authorities have had men watching their track at the scene of the washout of thirteen or fourteen years ago, opposite the farm of Mr. McCann, a mile this side of Pakenham, as the heavy rains of late rendered it unsafe, and there were indications that another washout might take place any day. The expected happened on Tuesday, when a considerable portion of the embankment (that was repaired the time of the first landslide) disappeared from view, the piles that were put in at that time being carried down near the bank of the Mississippi, leaving a gap of fifty or sixty feet of the C.P.R track unsafe for train traffic. Orders were issued at once prohibiting trains from crossing until the damage was repaired. Messrs. C W. and H. B. Spencer, superintendent-general and superintendent for this division were quickly on the scene, all the men available in Pakenham and Almonte being engaged, and under roadmaster Jelly, soon had things in shape for trains to cross, though for Tuesday afternoon and tonight and the greater part of Wednesday the passengers and baggage had to be transhipped at the scene of the landslide, while up till today the expresses to and from Winnipeg and the Soo trains have been using the C. A. R. line between Ottawa and Arnprior and evidence of the good feeling between the two roads that was not generally supposed to exist. Today (Thursday) 100 men additional were brought up from Montreal, and the track will be put in thoroughly safe condition at once. This will probably be accomplished by building it farther back from the slipping bank, which can be done by absorbing some of Mr. McCann's farm. By Wednesday evening the local trains and freight train were able to cross on the temporary track built a distance (illegible)

12/04/1901 *Almonte Gazette*

Maniwaki

Ironsides

Another landslide occurred on the Gatineau Valley Railway near Ironsides the end of last week. About 100 feet of track was covered twelve feet deep and traffic was suspended for a day.

15/04/1901 *Ottawa Citizen*

Montreal and Ottawa

Interprovincial Bridge

The first runaway took place on the new Interprovincial bridge yesterday afternoon between three and four o'clock. An approaching train, which no one expected, frightened a horse driven by Mr. Lahaise, a furniture dealer, Rideau street. The horse became uncontrollable and dashed across the bridge at terrific speed. Mr. and Mrs. Lahaise jumped from the rig, the latter suffering a severe shaking and being stunned for a while. The horse was stopped on the Hull side by dashing into a buggy occupied by Mr. and Mrs. James Codd who were out enjoying a drive. Mr. Lahaise's rig escaped without damage while the wheel and back axle of Mr. Codd's buggy were badly twisted. There were a great many pedestrians on the bridge at the time and there was a lively scurrying for safety. The incident serves to emphasize the danger which exists by not having the foot walk fenced off in some way from the vehicular roadway.

17/04/1901 *Ottawa Journal*

Prescott

Chaudiere

A WELCOME ARRANGEMENT

The fact is gratifying that a modus vivendi which nevertheless vindicates the civic ownership has been found between the city and the C.P.R. regarding the waterworks aqueduct.

Establishment of the principle that the aqueduct and banks are purely civic property, and that upon any future whitening of the aqueduct the C.P.R. shall lengthen its bridges at its own cost is important. The city is likely to be saved both trouble and money at a future time.

Mayor Morris and the waterworks committee are entitled to credit for the vigilance and resolution in the matter.

The mayor brought the question up early this year after the beginning of the trouble between the railways and the city. The waterworks committee by a resolution passed unanimously on Feb. 12 backed up the mayor in action to assert the city's rights, Aids. Hastey, Hopewell and R.J. Davidson being particularly outspoken.

If nothing else had come out of the railway row, the vindication of the civic ownership of the aqueduct is worth the whole trouble and cost. And yet still more important in principle has been the ventilation of civic claims to be fairly treated regarding railway level crossings.

Just because so much has been gained, every effort should be made to come to amicable terms with the C.P.R. in the differences pending. The C.P.R. treated Ottawa with fairness and justice for years prior to the level crossing row, and Ottawa's best interest lies in being on the friendliest possible terms with the big company compatible with necessary protection of civic interests.

18/04/1901 *The Record, Chesterville*

Belleville

Perth

A good story was told by a travelling man last week that illustrates the speed of the local trains of the CPR - says the exchange. The train had been slower than usual that day and the passengers were thoroughly disgusted. Among them was a nervous woman and a boy. During the trip the conductor came around and the lady presented him with a full ticket and a half fare for the boy. The conductor looked at the boy a moment and then said "Isn't that boy more than twelve years old?" Quick as a flash the lady replied: "He wasn't when he left Perth, but I think he will be a voter before we reach Montreal." The conductor accepted the half fare ticket and moved on.

18/04/1901 *The Record, Chesterville*

New York Central

O&NY may change hands.

The rumor of the entrance to Ottawa of the Vanderbilt system of railways by the acquisition of the Ottawa and New York line has been strengthened within the last few days.

Mr. Calloway, President of the New York Central railway, Dr. W. Stewart Webb, Chairman of the directorate and Mr. Clements, president of the Rutland Railway were in Ottawa last week having come over the Ottawa and New York line on a tour of inspection

They traveled in a special train. The railway magnates expressed themselves as favourably impressed with the line and their minute inspection is construed as an indication of the probable acquisition of the road.

The Ottawa and New York connects with the New York Central at Tupper Lake and the Rutland Road at Moira. The Vanderbilt interests are acquiring control of all line in northern New York along with their principal connections, and it is said to be their intention of coming into the Capital over the Ottawa and New York, which provides the shortest distance between this city and the metropolis. The fact of the line being only 130 miles in length leads to the conclusion that it can never be operated on a very successful financial basis unless absorbed by some regulate railway system or else further extended in New York state. The Vanderbilt's are said not to be particularly favourable to construction of any additional lines in the northern part of the state and their purchase of the road at any time will not occasion any surprise. Messrs. Calloway, Webb and Clements carefully examined the bridge at Cornwall and their thorough inspection of the line may be taken as portending some important move in the not far distant future.

19/04/1901 *Ottawa Citizen*

Montreal and Ottawa

Interprovincial Bridge

Testing the Bridge

The new Interprovincial Bridge Structure stands the trial

With four heavy locomotives and ten flat cars loaded with stone and steel rails resting on the long span, the new Interprovincial bridge only gave a couple of inches.

A large crowd was present to witness the test and great interest was displayed regarding the testing of the new structure.

Engineer G.C. Dunn states that he was highly pleased with the manner in which the bridge stood the trial while the deafening screams from the whistles of the locomotives indicated the delight of the railway men.

The first train will arrive from the Gatineau district at the Central Depot on Monday. This will be a passenger train and for the present the freights will come to Union Depot as formerly.

19/04/1901 *Almonte Gazette*

Chalk River

Pakenham

Mr. Sid McLean, baker, furnishes the navvies at work on the Pakenham landslide over a hundred loaves of bread daily. Some of the men get outside of a loaf with surprising rapidity.

On Sunday evening the Italians who had been working all day on the work at the slip-in were notified that they had to change their quarters in the colonist cars that they had been housed in for boxcars, as the company wanted the colonist cars for other purposes; but they refused to do so, and raised a row, and made a big demonstration, but at last went as bidden. The work still proceeds. Over one hundred men have been at work the past week, and hundreds of tons of stone has been quarried and dumped down the bank.

New bridge is opened

First regular train from the Gatineau Valley arrived at the Central Depot this morning.

The first regular train of the Ottawa, Northern and Western Railway, formerly the Gatineau Valley Railway, passed over the new Interprovincial Bridge and arrived at the Central Station this morning. The trip from Hull station was made in 9 minutes and the train arrived in Ottawa at 9.30 a.m. Among those who boarded the train at Hull were Messrs. P.W. Resseman, general superintendent; Guy C. Dunn, chief engineer; J.R.

Brennan, road master; H.R. Lyons, accountant; A. Henderson, Superintendent of construction; A.W.H. Stimpson, assistant engineer; Major S.M. Rogers; Ald, Desjardins; W.A. Clark; C. Olmstead; W.R. Taylor, secretary-treasurer for the Hull Electric company; and the press representatives. The crew who had charge of the train were Messrs. H.T. Hoolihan, conductor; Wm. McFall, engineer; T. Hollihan, baggageman; R. Morrison, fireman; John Gravel and T. Charand, brakemen.

Traffic on this train was heavy, seventy-eight tickets being sold between Gracefield and Ottawa. The first ticket sold from Hull to Ottawa was purchased by Mr. John Lauzon, of Ste. Hyacinthe Street, Hull.

Each passenger on board was presented with a neat souvenir badge bearing the inscription "First regular train over the Interprovincial Bridge, Ottawa, Northern and Western Railway. Souvenir. April 22, 1901." The cars have been overhauled and repainted deep green colour and present a handsome appearance.

The entrance to the bridge at Nepean Point was thronged with enthusiastic spectators as was also the platform at the Central Depot. where congratulations were extended to the officials of the road.

23/04/1901 *Ottawa Journal* *Canada Atlantic*

Short cut of 8 miles.

The CAR is going to shorten its line to Montreal by eight miles. Mr. H.J Chamberlain, general manager of the CAR, told a Journal reporter today that the company was satisfied with the survey of the proposed cut made a few weeks ago and as soon as the ground is in condition to permit a detailed survey; the work will be done and the permanent location for the road will be made. The cut will be from St. Justine to Vaudreuil, thus reducing the distance from twenty-seven miles to nineteen miles. By Coteau the distance is twenty-seven miles.

This cut will give the CAR the shortest distance to Montreal. Distance by CAR is 116 miles, by CPR 112 miles, by this cut it will be 108.

Through farming country, no villages.

23/04/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Interprovincial bridge was opened for railway traffic yesterday morning when the first train of the Ottawa, Northern and Western railway, formerly the Ottawa and Gatineau, crossed to the Central depot. The handsome engineering structure was decorated with flags as was also the locomotive and cars of the train, which was the regular morning express from up the Gatineau.

At the Hull station a large number of passengers got on, Mr. John Lauzon being the first to purchase a ticket for a passage over the new bridge.

Several of the Ottawa and Hull aldermen and the officials of the railway were on board. The distance between stations was covered in just seven minutes, the train arriving sharp on time. Conductor Hoolihan was in charge and the engineer was Mr. W. McFall.

As the train entered on the bridge Mrs. Noel Valiquette, of the Cottage Hotel, smashed a bottle of wine on the locomotive. A big crowd stood on the Dufferin bridge and watched the inauguration of traffic on the line. There was no formality. A souvenir of the trip in the form of a badge was presented to all of the passengers and guests.

All passenger trains on the line will hereafter run into the Central instead of the Union depot. The train from the Gatineau will arrive at 9.35 a.m. and leave at 5 p.m.

25/04/1901 *The Equity, Shawville* *Montreal and Ottawa* *Interprovincial Bridge*

On Thursday last the new interprovincial bridge at Ottawa was tested with four heavy locomotives and ten flat cars loaded with steel rails and stone. This immense weight was allowed to stand on the long centre span which was only depressed a couple of inches. The test was considered highly satisfactory. Gatineau passenger trains will run into the central depot over the bridge this week.

25/04/1901 *Merrickville Star* *Chalk River* *Arnprior*

KILLED ON THE TRACK.

The Mangled Remains of Wm. Hopkins Found on the C.P.R. Track at Arnprior.

Mr. William Hopkins a former resident of Smith's Falls met a shocking death near Arnprior on Friday. About 7 o'clock that morning his mangled remains were found on the C. P. R. track. . The Watchman in the account of the accident says,

"The body was lying on its back on the south side of the track, the wheels of the train having completely severed the legs from the trunk at the hips.

The left arm was broken and an ugly wound was visible in the side. The face was not disfigured in the least, Lying near by was a silver watch, badly dinged, which had stopped sharp at four o'clock, a pair of spectacles, door key, a small brown colored purse, and several silver coins of small denomination. The body had been respectably dressed. The pants were of brown tweed, laced boots grey woollen socks, black vest, white shirt.

Nothing was found in the pockets which would give any clue to his identity. The unfortunate man was probably between fifty and fifty-five years of age, face clean shaven and thin grey hair. Coroner Cranston after viewing the remains had them conveyed to the morgue of Messrs Stafford & Son.

The man was afterwards identified as William Hopkins who just prior to his death had lived in Carleton Place having removed from Smiths Falls to that place but a few weeks ago. When here he resided with his wife, who did laundry work, over Swaynes barber shop, It is not known under what circumstances he met death, but it was undoubtedly accidental. He had been seen around Arnprior the day before. The County Crown attorney was advised in the matter.

26/04/1901 *Almonte Gazette* *Chalk River* *Arnprior*

The C.P.R. wants the Arnprior town council to supply them with water for their engines when their water works are completed.

26/04/1901 *Almonte Gazette* *Montreal and Bytown* *Interprovincial Bridge*

The first regulat train passed over the new interprovincial bridge at Ottawa last Monday.

27/04/1901 *Ottawa Citizen* *Carleton Place* *Ottawa, Broad Street*

First anniversary of the great conflagration. Outlines improvements to C.P.R. and includes a line drawing of the new station.

Perhaps there is no section of the "flats" that shows more marked improvement than that occupied by the C.P.R. station and yards. The old wooden station has been replaced by an structure that is a credit to the city, and the yards and the freight sheds are incomparably ahead of those which existed before the fire. It was shortly after two o'clock in the afternoon that the C.P.R. depot caught fire. Flying embers from the McKay mill were hurled by the wind scattering the blaze in every direction and the wooden station was not long in burning to the ground. The C.P.R. lost no time in replacing that which was destroyed and today the new station is a source of pride ?? First building to be erected was the freight sheds. More conveniently located, more modern in size and equipment the company is now in much better position to handle its constantly growing business.

In connection with the sheds a neat office building was erected. The station, built on a site nearer Albert street is a handsome building and fitted up to meet the requirements of the western part of the city for many years. The yard room as a result of changing the sites of the sheds and station has been largely increased, and everything presents a tidy, complete and business like aspect. What ever the loss may have been to the C.P.R. by the fire it was a gain to the city.

Will build new station.

CAR will open an office at Rochester Street crossing.

On Saturday Ald. Plouffe had an interview with General Manager A.J. Chamberlain of the CAR and secured his sanction to the construction of a fully equipped station at the Rochester Street crossing. The public will be able to buy tickets at the new station for all points on the line. This will be a decided accommodation for the ratepayers of Dalhousie ward as heretofore they had to come all the way to Central station when they wished to travel by CAR.

30/04/1901 *Ottawa Journal* *Ottawa Electric* *Hintonburg*

The Electric Railway Company are at work in the village (Hintonburg) welding the rails. They intend going as far as Holland avenue with the work.

02/05/1901 *The Record, Chesterville* *Winchester* *De Beaujeu*

The CPR has consented to pay the family of George Lumsden of Smiths Falls, the engineer, who died as a result of an accident to the Montreal express, on March 15, at Ste. Polycarpe, the sum of \$3,000 divided as follows: The widow \$500, eldest child \$600, second child \$850, youngest child \$1,050.

03/05/1901 *Eastern Ontario Review* *Winchester* *St. Polycarpe*

Will pay \$3,000

The C.P.R. has consented to pay the family of George Lumsden, of Smiths Falls, the engineer who died as a result of an accident on the Montreal express of which he was engineer, on March 15th, at St. Polycarpe, the sum of \$3,000 divided as follows. The widow \$500, eldest child 600, second child \$350, youngest child \$1,050.

03/05/1901 *Eastern Ontario Review* *Canada Atlantic*

To Shorten Line

The C.A.R. will shorten its road between Ottawa and Montreal by eight miles this summer. The survey which was made some time ago has been accepted and a more detailed survey preparatory to the commencement of the work will be made very shortly. The cut will be from St. Justine across to Vaudreuil, removing an angle in the road and reducing the distance between Ottawa and the metropolis from 116 to 108 miles. The saving in distance will enable the trains to make the trip in less than two hours.

10/05/1901 *Ottawa Citizen* *Pontiac Colonization*

In the railway committee yesterday the preamble to grant a charter to the Pontiac Colonization line was defeated by a large majority on a standing vote. The discussion on the bill was interesting and at times it grew very warm. The committee room was crowded with supporters and opponents of the bill.

The Pontiac delegation, while disappointed at the turn of events, expressed the intention to return again and press the claims of the proposed road. Mr. F.H. Chrysler, representing the promoters of the bill, said it was proposed to build the road from a point on Chats Lake near Portage du Fort thence to Bryson, crossing the Coulonge north of the High Falls. It was planned to run along the Coulonge valley on the west side, crossing the headwaters of the Ottawa river above Great Victoria Lake. The road would proceed northwards from that point to James Bay. The projected road, Mr. Chrysler said, would run nearly parallel to the Gatineau railway, the distance varying from 45 to 70 miles.

Reference was made to the fact that extensive lumber, pulp and mineral resources would be developed if the new road were built. Mr. Simpson, the originator of the scheme, the speaker stated, had arranged with a wealthy English syndicate to develop the great water power of the Chats. The new road was intended to bring the raw materials of the north to the falls for manufacturing purposes. Mr. Chrysler said he understood that Mr. Beemer of the Ottawa and Gatineau and Pontiac and Pacific Junction railways strongly opposed the granting of a charter to the promoted company. If the latter wanted to demonstrate that the whole county of Pontiac belonged to his railways then he should produce the title deeds. Mr. Murray, member for Pontiac, strongly advocated construction of the road. The lack of railways, he stated, is a heavy handicap on the county's progress. Mr. Murray remarked that the recent census showed only an increase of nine in population. The speaker asked for support for the bill on its merits.

Opposition was given by Mr. H.H. McGivern on behalf of the Gatineau and P. & P. J. railway. The delay so far as the extension of the Beemer lines, Mr. McGivern stated, was due to the difficulty of securing an entrance into Ottawa. Inside six weeks, however, this would be remedied. He referred to the fact that \$5,000,000 had been spent on the Beemer lines.

Mr. McGivern claimed that the proposed line was unnecessary inasmuch as it would run parallel to the Gatineau railway. Already 60 mile of the latter had been built and 25 were under contract. If the charter were granted to the proposed company the financing of the Beemer line would be interfered with.

Mr. Beemer followed with similar arguments. He claimed that the 800 miles of railway he had built through Quebec, has proved that he is a builder and not a trader in charters.

Mr. N.A. Belcourt stated that Ottawa is largely interested in the scheme to develop the James Bay territory by railway connections. While not opposing the interests of Pontiac county, Mr. Belcourt felt it would be unwise to grant the proposed charter. The Gatineau Valley road was already built part of the way and it would be in the best interests of Ottawa and Pontiac county to have this road extended instead of granting a new charter to another road.

Mr. Rosamond, M.P. spoke briefly in favor of the granting of a charter. He thought Pontiac interests should be considered as well as those of Ottawa. Rev. Father Kiernan also advocated the claims of Pontiac county to the new road.

Two members of the Pontiac deputation were J. Stewart, mayor of Clarendon; E. Graham, A.W. McKechnie, A. Grant, E. Morris, E. Mathew, H. Richards, A. McLeod and T. Smiley, Bristol; From Quyon the following were present Rev. Father Kiernan, H. Mulligan, Mayor Meredith and R. Walsh. Others in the deputation were D. Kennedy, South Onslow, J. McFarlane, Campbell's Bay, W.G. LeRoy, County Clerk, Bryson, Chas. Taylor, Bristol.

11/05/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

It has been definitely decided that an electric car service will be provided over the Interprovincial bridge from the Central depot to Hull this summer. Ottawans will thus be able to take cars at the Central depot and go, probably without change, direct to Aylmer.

One of the head men of the Ottawa, Northern and Western railway said yesterday said that there certainly will be an electric car service on the bridge this year, but the point which appears not to have been settled as yet is as to whether the Hull Electric company or the O., N. & W. railway will run the cars over the bridge. If any difficulty arises in the present negotiations through which the Hull Electric company is seeking entrance to the city, the railway company will provide electric cars of its own to Hull and there connect with the line for Aylmer.

Negotiations are now in progress between the two companies and the fact that trolley poles are being put up leads to the conclusion that an agreement will be reached. As to the exact status of the case and the proposed terms the authorities are somewhat reticent.

The railway company has to build an extension from Deschenes into Hull in connection with the P. & P. J. branch and it is understood that an agreement is being considered whereby the P. & P. J. will run over the Hull Electric tracks from Tetreauville into Hull and in return the electric road will run over the Interprovincial bridge into the Central depot. The P. & P. J. railway has recently entered into an arrangement to use a part of the C.P.R. tracks in Hull.

17/05/1901 *Renfrew Mercury* *Toronto, Lindsay and Pembroke* *Pembroke*

From the Standard. On Monday morning t surveying party, under Mr. J.L. Morris, C.E., started out to survey this end of the Toronto, Lindsay and Pembroke railway.

17/05/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

"regrets increase". The Ottawa and gatineau Railway has increased commuter fares to recover the costs of the bridge. Commuters who are also Ottawa taxpayers object because of the large taxpayer-funded city bonus granted to the railway.

18/05/1901 Ottawa Journal New York Central

Passenger trains to and from Central station. Mixed trains to and from Sussex Street.

20/05/1901 Montreal Star Arnprior and Pontiac

The Senate amendments to the following bills were concurred in.
An act to incorporate the Arnprior and Pontiac Railway Company.

21/05/1901 Ottawa Journal Prescott Wellington Astreet

SAYS TIME IS NOT YET RIPE
SO JUDGE CLARKE TOLD RAILWAY COMMITTEE
When City To-day Pressed for Overhead Crossing on Wellington St. More Gates Ordered
Page 9 column 5

22/05/1901 Ottawa Citizen Prescott Wellington Street

THE RAILWAY CROSSINGS
ADDITIONAL GATES MUST BE PLACED THERE

Illegible

23/05/1901 Ottawa Citizen Prescott Wellington street

COST OF A VIADUCT
Engineer Johnson's View Conflicts With Engineer Keefer and Ker's

The advocates of a viaduct at the Richmond road crossings, while accepting the decision of the railway committee on Tuesday, are not in the best frame of mind over the report of Mr. Johnson, the departmental engineer, which was to the effect that a viaduct would be impracticable. The plans were prepared by Mr. C. H. Keefer, who it is thought, knows as much about railway construction as does Mr. Johnson. Mr. Keefer says a viaduct can be built easily at a cost of about \$60,600 and City Engineer Ker coincides with that view and approves of the plans. Both of these gentlemen do not understand how Mr. Johnson reached his conclusions.

23/05/1901 Merrickville Star Winchester Merrickville

The local train was the means of injuring a cow so badly on Saturday evening that she had to be killed. The train struck the cow near the station crossing, throwing her into the ditch that runs by the track. The animal was the property of Mr. Henry McLaren, one of the section men in the employ of the C.P.R.

29/05/1901 Ottawa Journal Hull Electric

MAY BUY OUT AYLME RY.
NEGOTIATIONS ARE NOW GOING ON.
Hull-Aylmer Electric Road May Pass into the Control of Montreal Capitalists.

The Hull-Aylmer electric railway may be purchased by the capitalists who control the Pontiac Pacific, Ottawa Western and Northern Railways and the Interprovincial bridge Co. Negotiations with that end in view are going on between the Hull company and the Montreal capitalists who own the other roads.

If the Hull-Aylmer electric railway is taken over by the companies controlling the bridge and other railways it will have access to the Central station. The bridge company has purchased the plant necessary to prepare the bridge to receive the electric cars and the work of stringing the wires is going on.

Amalgamation.

Another expected result of the purchase will be the amalgamation of the three railway companies and the bridge company. Practically the same capitalists now control the two steam railway companies and the bridge company but all are independent concerns.

Mr. Alexander Fraser of the Hull Aylmer company was asked today about the negotiations but he would say nothing for publication. He would neither confirm nor deny the rumor.

Mr. H. L. Maltby, secretary-treasurer of the Ottawa Western and Northern Railway was asked about the matter but he had nothing to say for publication.

The Journal's informant is in a position to know about the negotiations and he says they are going on and he expects the deal will be made.

The purchase of the electric railway company by the steam railway and bridge companies will do away with the necessity of building the Pontiac railway branch from Aylmer to Hull and will also do away with several expensive crossings.

30/05/1901 Kemptville Telegram Canada Atlantic Ottawa East

Ottawa May 28 - George Ritchie of Ottawa East, a Canada Atlantic railway man, sustained a fractured skull and other serious, probably fatal injuries in the Canada Atlantic yard at Ottawa East yesterday morning. He was on his way to work at the time, and it is supposed he was struck by a train. He was found lying beside the tracks.

01/06/1901 Athens Reporter Westport

The B&W cheese train brought in 2,410 boxes of cheese yesterday.

07/06/1901 Ottawa Citizen Chalk River Pembroke

The C.P.R. is improving its property at the station by adding a large lawn and flower garden which will greatly improve the appearance.

08/06/1901 Athens Reporter Westport

The B&W cheese train brought in 3,020 cheese yesterday.

10/06/1901 Eastern Ontario Review Montreal and Ottawa Alfred

Alfred Peat Bog

The new Government peat bog at Alfred is to be operated for about 3 months more during which time several thousand tons of peat will be produced. Part of this will be transported for use in the peat gas producer plant in the city and part will be sold to the neighborhood for local use. Mr. Anrep, the Swedish expert, who is in charge of the plant, will continue his investigation into the resources of the Dominion of Canada after the plant closes down for the season.

A public meeting of the Liberals of Brockville Riding will be held at Neilson's Grove, Lyn Station, Thursday, June 13. Addresses will be delivered by Hon G.W. Ross, Premier of Ontario, Andrew Pattulo, MPP, North Oxford, Geo. P. Graham, MPP. Chair will be taken at 2pm. Everybody in the Grand Old Riding of Brockville is invited to attend.

Special arrangements have been made with the B&W Railway, on which line return tickets will be sold at single first class fare for round trip from all stations. Parties purchasing tickets to Lyn Junction will have the privilege of using the same tickets on regular train to come as far as Brockville, returning to Lyn Junction on the special train, leaving Brockville at 1:30 pm; returning will leave Lyn Junction at 5pm. Fare from Brockville for round trip 15 cents.

The regular afternoon B&W train leaving Brockville at 4pm will be held at Lyn Junction till 4:50 pm. Parties from the vicinity of Gananoque, Lansdowne and Mallorytown are advised to take the regular GTR express arriving at Lyn at 2:29 pm. The GTR mixed will leave Lyn at 5:15 pm.

The steamer Victoria will carry passengers from Gananoque and intermediate points to Brockville, and returning will leave Mathen's Wharf at 5:25 and the upper CPR pier at 5:30 after the arrival of the B&W special from Lyn.

The 41st Regiment Band will furnish music for the occasion. J.A. Mackenzie, President, M.C. Franklin, Secretary. "God Save the King".

A rather out of the way accident occurred to the Gatineau Valley train last night. Fortunately for the passengers the trouble came just as the train was pulling out of Hull station. The train had not made more than 150 yards when the axle of the rear truck of the tender broke. As soon as engineer W.A. McFall felt the crash he applied the brakes and brought the train to a stop in about 40 feet. Though the train was so promptly stopped the truck was torn from the tender and scattered in various sized pieces around the track. The passengers, however, did not feel more than a jarring. They crowded around the disabled tender congratulating each other that the accident had not occurred while the train was at full speed. Had it done so a very serious wreck would have resulted.

The break occurred on one arm of the "Y" in the Hull yard. As a result the train was able to proceed without waiting for the track to be cleared. The delay was only for 20 minutes, a very short time everything considered. Conductor Hoolihan took prompt action. The passengers think they were very lucky.

Mr. T.W. Nash has resigned the office of secretary-treasurer of the Kingston and Pembroke Railway Company, and will take charge of the survey of the proposed extension to Ottawa.

The car overhauled and furnished by W.C. Fredenberg and painted by Mr. G.F. Reynolds makes a fine addition to the rolling stock of the B&W Railway. Mr. E.A. Geiger, Superintendent, was out on Friday inspecting it and was well pleased with the alterations. The engine No. 2 that was lately come down to Carleton Place being fitted out with air brakes etc. has been again put on the railway. Over \$1,000 in repairs have been spent on her.

The Hull-Aylmer electric cars will shortly be running into Ottawa over the Interprovincial bridge, A significant indication of this was given today in the fact that some of the cars running through Hull had painted on them the words Aylmer, Hull and Ottawa. Preparations are now being made for the cars to run in over the bridge and it is expected that by the first of next month they will be in direct communication with Ottawa.

Joseph Dumont, and employee at the Stewart quarries, was pinned between two cars at the C.A.R. siding at the quarries yesterday afternoon and was instantly killed. The couplings crushed the body of the poor unfortunate man to a jelly. It seemed he was crossing the tracks when the cars came together. No one witnessed the accident.

THE CROSSING CASES

C.P.R. Likely to Soon Replace the Track Torn Up - Question of Appeal

It is questionable as to whether the city will appeal the cases respecting the C. P. R. and C.A.R. crossings. The mayor stated yesterday that he has been wrongly quoted by an evening paper as saying that the cases would be appealed. He never said any such thing. The mayor states that it is for the council and city solicitor to say as to whether or not the cases will be appealed.

Mr. D Arcy Scott, solicitor for the C.P.R., states that until the formal order is received the Wellington street crossing will not be replaced. He has not received any information on the subject from the railway company.

C.P.R. trackmen out on strike

Montreal June 17. - The strike of the C.P.R. trackmen from the Atlantic to the Pacific was inaugurated this morning.

All the men on the short line between Ottawa and Montreal are out. The men are getting \$1.15 a day and ask for \$1.50.

As a result there is only one train a day running between Montreal and Ottawa. The train goes to Montreal from here in the morning at 10.05 and comes back at 5.27. The mixed runs between Vaudreuil and Plantagenet.

Good Roads Train - shortly to travel through eastern Ontario building short stretches of model permanent road. Cut of the train of flatcars loaded with equipment.

WILL THE CITY APPEAL

mayor Morris Asks Advice of the City Solicitor in the Matter.

Page 3 column 5

E.A. Geiger, Superintendent of the Brockville and Westport Railway returned Saturday night from Pennsylvania where he purchased a first class coach for use on that line. The new coach will be here in a few days and will likely be used for the first time on Dominion Day.

KEMPTVILLE GETS IT.

THE TELEGRAM has much pleasure in announcing that one mile of sample good roads to be constructed by the good roads train for instruction purposes will be between Kemptville and Kemptville Junction. There is probably not a worse piece of road in the whole county nor one where the Good Roads Committee will have a better opportunity of affording instructions. The TELEGRAM takes special pride in this matter as it has for the last two months been advocating this matter and the influence it brought to bear in no small degree influenced the decision. Not only did the council of Kemptville call a special meeting, but in accordance with The TELEGRAM'S suggestion the Reeve of Kemptville and councillor Anderson visited, the Oxford council and prevailed upon them to make the necessary provisions made and the strong plea put in the hands of the county councillors of this district were responsible for the result obtained

The TELEGRAM is glad to see this result obtained and hope that it may be but the beginning of better things in the way of good roads for this locality. We have nothing but good to result from such efforts as those of our esteemed fellow townsmen County Councillor Anderson and our neighbor, Mr. Hughes.

When Mr. W. H. Anderson was elected to the Counties Council this year many of our country friends had serious doubts as to the advisability of electing a town man in place at a farmer who would be likely to know and do more in the interest of the country. But with characteristic energy Mr. Anderson has not only succeeded in obtaining a new sidewalk for the bridge approaches but also the one mile of "Good Road" where it was so sadly needed between this village and the Junction. In these matters we are indebted as well to Mr. Hughes, who has spared no effort in the interest of this district.

Between this town and Becketts Landing there is a piece of road which I might well receive the joint attention of the townships council and that of our village.

28/06/1901 *Eastern Ontario Review* *Vankleek* *Dalkeith*

Some six carloads of hay were shipped from here this week by Wm/ S. Jamieson

01/07/1901 *Athens Reporter* *Westport*

A commodious railway station has been built at Forfar, and the lumber is on the ground to build one at Seeley's Crossing.

04/07/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Workmen are engaged shifting the sidewalk leading to the Interprovincial bridge on the Hull side. The work for a distance of about 25 yards will be moved two feet. This is being done to provide an easier course for the electric tracks leading from Ottawa. None of the wires have been strung as yet and the track laying is not yet completed. Cars will not be running for several days yet.

04/07/1901 *Ottawa Citizen* *Canada Atlantic* *Maria Street Bridge*

Maria Street Bridge will be thrown open for traffic today.--Iron work has been supplied by Dominion Bridge Company of Lachine and is painted black.

05/07/1901 *Eastern Ontario Review* *Montreal and Ottawa*

The C.P.R. strikers.

There is absolutely nothing new to report in the strike of the C.P.R. trackmen. The men on this branch have not returned to work and appear confident of winning. Trains are running on time and the company shows no signs of being likely to give in to the demands of the men.

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Another lot of men were engaged at the local superintendent's office Wednesday morning. Some of these were sent north in the afternoon.

06/07/1901 *Athens Reporter* *Westport*

The cheese train brought in 3,094 boxes of cheese yesterday.

12/07/1901 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

The Hull Aylmer cars have permission to run over the Interprovincial Bridge and it will only be a matter of a day or two until they are running to the landing between the Sappers and Dufferin bridges. The Hull company and the ON&W are negotiating about the railway interests of the Electric Company with the object in view of the latter turning over to the steam railway all of its electric railway privileges. It is expected that the deal will be consummated, but in the meantime the Hull company is paying a price for the privilege of crossing the bridge.

The Pontiac division of the ON&W gets the privilege of using the Hull Electric Company's tracks from Hull to Aylmer and therefore the Pontiac trains, which have had to depend upon the Hull Electric cars for train connections with the Capital will in future run right through to the city. It is not expected that the running of steam cars over the Hull Electric Company's tracks will have any bad effect upon the road bed as it is one of the finest in America and heavy rails are used on it.

The Pontiac trains will not interfere with the electric cars between Aylmer and Ottawa. All that remains to be done is to arrange the timetable for the two companies. The agreement between the two companies will be drawn up today,

12/07/1901 *Eastern Ontario Review* *Montreal and Ottawa* *Plantagenet*

The Good roads train

The Good Roads train promptly started work on Monday and Tuesday of this week. Mr. J.G. Devitt, of Greenwood, the expert who is in charge of the construction of concrete culverts, has been at work for over a week. He has already completed all the pipes that are required for the Gananoque section.

The train will visit the following places where specimen good roads will be built: Gananoque, Lansdowne, Iroquois, Alexandria, Plantagenet, Newington, Bells Corners, Carp, Eganville, Pembroke, Almonte, Kemptville and the train will then return to Hamilton.

15/07/1901 *Athens Reporter* *Westport* *Elgin*

The annual Brockville and Westport Railway excursion under the auspices of the Elgin Methodist Church to St. Lawrence river points takes place on Thursday July 25th. Excursionists will have the choice on reaching Brockville of taking either the Steamer Brockville up the river to Alexandria Bay or other points or down the river to Ogdensburg on the Steamer Victoria.

15/07/1901 *Athens Reporter* *Westport*

The B&W will run a special excursion for the evening performance of the kilties band concert on Wednesday, leaving Westport at 5 pm. The regular morning train will bring in a large number in addition to the special.

GOOD ROADS TRAIN. Started Last Week at Gananoque - \$6,000 Worth of Machinery will be Supplied and Numerous Points will be Visited. The Good Roads train about which so much has been heard, started from Hamilton on Monday and made its first stop at Gananoque, in Leeds county. J. G. Devitt of Greenwood, the expert, who is in charge of the construction of the concrete culverts, began work about a week ago. He has already completed all the pipes that are required for the Gananoque section. H. B. Cowan of the Ottawa Valley Journal, who is in entire charge of the arrangements being made for the management of the train, and Major Sheppard of Queenston, who will have complete control of the machinery and men being furnished by the Sawyer & Massey Co. of Hamilton, returned last Saturday from a visit to the first stretches that will be touched by the good roads train. Mr. Cowan also completed all the final arrangements with the four railway companies which are assisting the enterprise by transporting the machinery and experts in charge free. The Sawyer & Massey Co. of Hamilton is treating the Good Roads Association in a most liberal and generous manner. Instead of only supplying between \$2,000 and \$3,000 of machinery for the train, the firm is now giving implements valued at about \$6,000. The extra machinery being supplied includes a 10-ton steam roller, valued at about \$2,000, a traction engine which will be used whenever possible to work the road grader instead of using horses, and a sprinkling waggon. It does not cost half as much to use a traction engine for working a road grader as it does to pay for three or four teams of horses. Another advantage is that a great deal more work can be done. Of course there are some cases where a traction engine cannot be used in this way but as a general rule its use is feasible. The "good roads train" hoped to demonstrate this fact. ROUTE OF THE TRAIN The route of the good roads train will be as follows: From Hamilton the train proceeded direct to Gananoque, a point in Leeds county, near the St. Lawrence river, in which vicinity two sample stretches of road will be built. The first stretch is to the north of the town and is very uneven and hilly. On its completion the machinery will be taken into the town, where a rousing good roads convention will be held. The second stretch, which is near Lansdowne, will next be treated and a small meeting be held at that point. From Lansdowne the train will go to Iroquois, where a stretch will be built, leading directly into the village. Both the above points are on the line of the Grand Trunk Railway. The next point after Iroquois will be a stretch of road leading into the Canada Atlantic station at Alexandria, in Glengarry county. From this point the train will run up to Ottawa over the C.A.R. line and back to Plantagenet, in the United Counties of Prescott and Russell, over the C.P.R. lines, where the road between the station and the village will be improved. This stretch is a very bad one and promises to make a splendid object lesson. Returning to Ottawa the train will proceed over the O. & N. Y. tracks to Newington, and afterwards back again to Ottawa. The C.A.R. line between Ottawa and Pembroke will then be used. The first stop will be at Bells Corners, in Carleton county, the second at Carp, also in Carleton county, and the third at Eganville, in South Renfrew. From Eganville an advance will be made to Pembroke, where a very bad stretch in Pembroke township leading into the town of Pembroke will be handled. The C.P.R. lines will here be taken by the train, which will run down to Almonte, in Lanark county, where a stretch a short piece out of the town will be handled. From Almonte the train will proceed by way of Ottawa to Kemptville, where the road leading from the station to the town has been selected for a demonstration. This piece of road is known all over eastern Ontario, particularly by commercial travellers, for its bad qualities. It will be the last point at which work will be done. The train will return from there to Hamilton by way of Prescott. WILL DO GREAT GOOD. There can be no doubt but that the object lessons which will be given by the train in the matter of building permanent roads in bad places will do more to advance the cause of good roads than probably almost anything else could. The trouble at present is that many farmers think that they know all there is to know about building good roads. They think that road machinery is not at all necessary, and therefore refuse to allow their township or county councils to purchase any. Many sections now have road graders, but the number of rural municipalities in Eastern Ontario which have stone crushers could easily be counted on a man's fingers. The "Good Roads Train" will go into many of these sections and will demonstrate just what improved machinery and experts can do in the way of building good roads. The number of different implements [sic] that are required will be shown, while a demonstration of the work of each will be given. The cost of the machinery, the length of time it takes to build a stretch of road, and the cost of building each stretch will be shown. A VALUABLE FEATURE. One of the most valuable features of the whole enterprise will be the demonstration that will be given in each locality to show how concrete culverts are constructed. In almost every township in Eastern Ontario nothing but wooden culverts are in use. Timber has been becoming scarcer every year until now the cost of building these culverts in most cases is heavy. Their worst feature, however, is the fact that they do not as a rule, last more than five or six years before they need some repairs, after which they have to be repaired more or less almost yearly. The average township spends several hundred dollars yearly simply making these repairs. The concrete culverts which the Good Roads Train will show how to make, do not cost any, or at the most, very little more than wooden culverts do, while they are practically indestructible. After they have been in the ground some time they become as hard as rock. Mr. Devitt, the expert, who, as already stated, has commenced to construct these culverts, has completed three concrete culverts at Gananoque. Two of these were 15 inch pipe and 25 feet long, while the third was 24 inch pipe and 22 1-2 feet long. For their construction he used about six barrels of cement which has been given the Good Roads Association free by the Canadian Portland Cement Co. of Deseronto. The actual cost of them culverts, had they been constructed by an ordinary laborer, as they can be, would have been about \$24. Three wooden culverts of the same size [sic] would cost almost, if not quite as much, and in some localities, even more.

GOOD ROADS TRAIN MOVING,

As will be seen in another column the good roads train has already started on its journey. The original programme would have brought the train here next week but at the suggestion of some of the most interested parties Kemptville was placed last on the list. While those who have to travel from town towards the junction will no doubt be disappointed at the delay we believe it will be the best thing in the end and will save our municipalities considerable expense. The farmers now are in the midst of haying and are unable to procure sufficient help. The greater portion of the labor in connection with the building of this mile of road will be contributed free by the farmers, if they can possibly find the time away from their farm work. If the train struck here next week as originally intended it would be impossible to get help. Everyone is head over ears in work at home and there is neither time nor men to spare. Later in season when the rush of work is over there will be no difficulty in this respect and instead of having to pay big prices for labor we will get it for nothing and get it cheerfully. Everyone is deeply interested in this good move and no doubt the scene of the work will be visited by hundreds of farmers interested in the experiment. Just now they have not the time even for that. Taking it altogether we think it is best for all parties interested (except the travellers and bussmen) that the work be deterred for a little. The sample road was built at Gananoque last week and we understand the one difficulty met with was the scarcity of labor.

18/07/1901 *The Record, Chesterville* *Canada Atlantic*

Engine 618 of the Canada Atlantic Railway made a fast run Wednesday. The test was made from mile-post 20 to mile post 10 and the ten miles were covered in seven minutes and 31 seconds. The fastest mile was 39 3-5 seconds which is at the rate of 92 3/4 miles per hour, and the average for the ten miles was 83 miles per hour.

NB. The CAR measured mileages from the US border so it may be that this was carried out on the GTR main line east of Coteau.

First Run to Aylmer.

The New Service Inaugurated Yesterday

A Merry party Taken from New Ottawa Terminus over Interprovincial Bridge

A jolly party went out to Aylmer yesterday evening as the guests of Mr. H.J. Beemer and his officials on the first car of the Hull Electric Company to carry a load of passengers over the Interprovincial Bridge. The car left Dufferin Bridge at 8.15 arriving at Queen's Park Aylmer about 9.06, the trip being made in 40 minutes; this time, however, will probably be reduced as there was no attempt at making a record. Those on board the car were: Mayor Morris, Messrs. H.J. Beemer P.W. Resseman, general superintendent, Ottawa Northern and Western and Pontiac and Pacific Junction Railways; Guy C. Dunn, chief engineer; Thos. Heeney, paymaster; J. Hoolihan, superintendent of construction; Ald. Desjardins; Ald. Hopewell; Ald. Champagne; Ald. Hill; Ald. Hayley; Ald. Storey; Ald. Stroud; Ald. Ellis; Ald. Askwith; Ald. Jas. Davidson; Ald. Enright; W.R. Taylor, secretary-treasurer, Hull Electric Co.; J.M. Lavoie; D.K. Bailie; E.A. Olver; Geo. Lizotte; G.F. McDonald; Ald. Grant; ex-Ald. Butler; A.E. Bradbury; E. Miles; Rev. J.F. Gorman; Geo. Duncan; ex-Ald. D'Arcy Scott; Francis Loyer; P. Drapeau; O.A. Boucher, St. John, Que. and representatives of the city press. The car was in charge of Motorman Geo. McConnell and Conductor Wm. Latimer.

After reaching the park a visit was made to the new club-house of the Victoria Yacht Club. This handsome structure was greatly admired.

Boarding the car again, the party returned as far as Hotel Victoria where they all registered, headed by His Worship Mayor Morris.

The return trip was a merry one. Some one called on the mayor for a song, but His Worship could not be induced to sing. Someone in the back of the car shouted, "We'll have a duet by the Mayor and D'Arcy Scott," this seemed to catch the crowd and the uproar was deafening. An attempt was made to produce a song from several of the Aldermen but the efforts were in vain. The Rev. Mr. Gorman was finally induced to sing. He received a vigorous applause. Various choruses were heartily joined in by all, in which the sonorous voice of Ald. Champagne predominated. When the middle of the Interprovincial bridge was reached the car was stopped, and Ald. Davidson announced that it would be a fitting occasion for a speech from Mr. Beemer, whose name had become famous in the erection of this great structure. It took some persuasion to get Mr. Beemer to his feet, but he finally got up and said, "Gentlemen, what do you want me to do; jump off the bridge? (laughter) Well, I'll make a speech. Give us more light on this bridge." The speech as brief, but as the city was so well represented, it seemed to be directly to the point.

Mayor Morris then spoke briefly. He said he was delighted to have had the honour to be a guest on this occasion, and extended his thanks to Mr. Beemer and his officials, and also to the Hull Electric Co. He commended them for their enterprise and said that they had done much towards the advancement of the city's interest. Ald. Champagne followed in a similar strain, and said he would heartily support any efforts made by the city council towards having the bridge properly lighted, as it was undoubtedly a great boon to Ottawa and a credit to those who had erected it.

After three cheers for Mr. Beemer had been given, the National Anthem was sung, and the car proceeded on its way, arriving in the city about 11.15.

25/07/1901 *Ottawa Citizen**Hull Electric**Interprovincial Bridge*

INITIAL RUN TO AYLMEER

SERVICE OVER INTERPROVINCIAL BRIDGE OPEN

Balance illegible

26/07/1901 *Ottawa Journal**Hull Electric*

FARE TO AYLMEER

MANY PEOPLE WRATHY LASTEVENING

They had to Pay 15c for Transportation From Ottawa. The Bridge Co. Explains the Rate

"When is a streetcar not a streetcar?"

"When it is a railroad car, answered an official of the Pontiac Pacific Railway Company.

Since the Hull-Aylmer cars have been running into the city people have been protesting about paying a 15 cent fare from Ottawa to Aylmer.

A prominent official of the Pontiac railway said today; "Our charter gives us the right to operate steam and electric cars, and that is what we are doing. We are not running street cars. We have leased the Hull Electric Company cars, which come into our control as soon as they arrive upon the Interprovincial Bridge. "We are responsible for the payment of the men. The Pontiac Company does not run streetcars, it runs electric railroad cars over a bridge and not on any city streets."

"There is a clause in the agreement with the city by which the Pontiac company is bound to allow electric street cars to come in free of charge.

These are our electric cars when on the bridge and we are not charging tolls.

"We are dealing with the tickets on these cars just as we deal with the tickets on our other cars. If you go from Ottawa to Gracefield on a return ticket you get a cut rate. If you buy single fare tickets each way it will cost you more. We are selling ten tickets for a dollar, good to go or come between Ottawa and Aylmer. One ticket costs fifteen cents or a return ticket costs twenty-five cents. The fare is five cents to Hull."

"Why do you sell a single ticket for fifteen cents? asks the reporter.

"We want to sell tickets in strips," was the answer. "We believe the majority of people will buy them that way, and that therefore the fare to Aylmer will only be ten cents to most people. It is a mistake to say we are charging tolls on the bridge. We are treating these tickets as we do all other tickets and that we have a perfect right to do."

The conductors on the cars will sell tickets singly or in strips, and a ticket office is to be put up at the landing place near Sapper's Bridge.

Last night a great many people took the trip to Aylmer and they protested against paying fifteen cents for single tickets but they had to do so. They were under the impression that the fare was ten cents and that the extra five cents was a toll collected for the bridge company.

City Auditor.

City auditor Cluff speaking about the agreement between the city and the Pontiac Pacific Railway company, says he thinks the city council should look into the agreement which was drawn up in 1893, when the city voted the bonus of \$150,000 for the interprovincial bridge. Mr. Cluff says it is not for him to interpret the agreement, but he believes it should be gone into. Last night he sent the mayor a letter calling attention to two clauses in the agreement, and his letter appears in the report of the city council printed on another page.

Clauses in agreement.

Clause four of the agreement between the Pontiac Pacific company and the city says:

"The passage across the bridge for vehicles, street railways or tramway cars and foot passengers, shall be absolutely and forever free to everyone and that all railway companies shall have the right to cross the said bridge by payment of one uniform toll, that is to say, no discrimination shall be made as between different railway companies."

There is another clause in the agreement which is as follows:

The said company shall permit any street railway company to use the highway portion of the said bridge for street car traffic on such terms to be imposed on such street railway company as the council of the corporation of the city of Ottawa may approve of by-law, but without any liability on the said railway company to lay, maintain or repair tracks or paving for the purpose of any such street railway."

The City of Ottawa by virtue of an agreement entered into on Dec. 14, 1893, signed on behalf of the Pontiac and Pacific Junction Railway by Mr. H.G. Beemer and H.L. Maltby, secured control of the tram and streetcar franchises over the Interprovincial bridge. The consideration therefore was a bonus of \$130,000.

The railway authorities have undertaken to ignore the city's vested rights in this respect and have entered into an agreement with the Hull Electric Railway to allow that company to use the bridge without any reference to the city whatever.

Sets out the clauses--

If the above means anything it is that the city controls the terms on which the bridge highway shall be used by street cars and any arrangements must be submitted to the city and ratified by a by law. The railway company now endeavors to explain its position by stating that the Hull Electric cars, while on the bridge, are P. & P. J. cars and not street or tram cars. That question may be a nice one for the courts, but if they are P. & P. J. cars they should run on P. & P. J. tracks and not on the bridge highway which is specifically mentioned in the agreement as being under the control of the city.

When Mr. Maltby evolved his ingenious argument that the Hull electric company's trolleys by a Jekyll - Hyde transition become P. & P. J. cars the moment they touch the bridge he overlooked the large and extremely ugly advertising sign which, for some reason is allowed to disfigure the eastern end of Sappers Bridge explicitly contradicting Mr. Maltby.

The principle involved in the enforcement of the agreement may be a matter of the utmost importance in the future as the population of both cities increases. The time to settle the question is now, and the question is: Which controls the franchise rights for street railways to use the bridge, the city of Ottawa or the railway company?

According to the experience of a Citizen reporter the P. & P. J. railway issues tickets which it won't accept on its own cars - that is supposing Mr. Maltby's statement to be correct.

If you see a big sign at the end of Sappers Bridge saying, "This way to the Hull electric railway," and you see a trolley car marked "Hull electric railway," pointing towards Hull. You must understand that the car is not Hull electric car. It isn't 'cause Mr. Maltby told us so.

30/07/1901 *Ottawa Journal**Hull Electric*

A letter was received by Hull city council from Alexander Fraser of the Hull-Aylmer Electric Railway stating that to increase the efficiency of the car services, several sidings each 200 feet long would be built in Hull, one on Laurier Avenue back of the church, one on Main Street near the Court House, one on Main Street opposite the Marston block, and one on Brewery Street, opposite Dr. Graham's residence. The council was not willing that these sidings should be built. Lawyers will study the agreement etc.

The idea of some of the aldermen seems to be to have the company lay double tracks in Hull on the ground that this would be less cumbersome than any other method.

It was decided that a committee should look over Chaudiere Street to see if the proposal is feasible to open it up to the proposed new railway station to be built by the Pontiac and Pacific Junction Railway.

01/08/1901 *Merrickville Star**Kingston (CP)*

The rumor that the Kingston and Pembroke railway has any idea of selling out to the C.P.R is denied

01/08/1901 *The Equity, Shawville**Hull Electric*

A thorough [sic] service is now established over the electric railway between Hull and Central Depot, Ottawa, via the interprovincial bridge so that Pontiacers journeying to the capital will have no changing of cars from Aylmer till they reach the heart of the city. It is stated some difficulty with the Hull council has to be overcome before the steam cars will be allowed to run over the electric company's rails through Hull to the bridge.

02/08/1901 *Ottawa Journal**Ottawa Electric*

A magnificent Royal car - probably the first electric car in the world built especially for royalty - is now under construction by the Ottawa Electric Railway. More.

02/08/1901 *Ottawa Journal**Canada Atlantic*

COAL SHEDS AND FIRE BY-LAW.

It was claimed to-day by a prominent ratepayer that th C.A.R. wooden coal sheds opposite the city hall across the canal were infringing the fire area by-law. These sheds are in fire area B.

Mayor Morris was asked about the matter, but said that It was one that concerned the city building Inspector, Mr. Pratt

Mr. Pratt said that the C A.R. coal sheds were yet in course of construction. When the building permit was taken out the C.A.R. authorities promised that these buildings would be sheeted with iron and thus be made to harmonize with the fire area by-law: There was no reason yet to disbelieve this.

04/08/1901 *Ottawa Citizen**Hull Electric*

Car No. 29 derailed.

08/08/1901 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Mayor Morris has had several conferences with Mr. H.J. Beemer regarding the naming of the beautiful new bridge from Hull to Nepean Point which he constructed. The mayor has been urging Mr. Beemer to call the new structure Alexandra bridge in honour of the present Queen-Empress, and that it be officially opened and christened by the Duke of York. The mayor points out that the Victoria bridge at Montreal was opened by the Prince of Wales, our present King, and was named after his mother, our late beloved Queen. The mayor thinks that there could be no more fitting opportunity than to have the son of our present Queen-Empress dedicate and formally open the beautiful new bridge which now joins the cities of Ottawa and Hull. The whole function could be performed from parliament hill in rear of the library by the touching of an electric button by the Duke and instantly the name would appear in colored electric lights on the bridge from the Hull to the Ottawa side. If desirable, Mr. Beemer himself or some member of the reception committee could touch another button and a blazing motto of Welcome to the Duke and Duchess would appear. The mayor believes that the suggestion will be seriously considered by Mr. Beemer and probably carried out.

08/08/1901 *Kemptville Telegram**Ottawa and Prescott**Kemptville*

Fifty Years Ago.

A meeting was held in Kemptville Dec. 10, 1850, to consider the propriety of taking stock in the Bytown & Prescott Railroad, and to adopt measures to procure the establishment of a station at Kemptville. Robert Kernahan was chairman and R. Leslie secretary. A resolution was passed to open forthwith books for the purpose of receiving the names of subscribers for stock, upon condition that a station be established at the village. Stock to the amount of £3,500 was taken in a few days.

This will remind a good many people in and about Kemptville that they are stock holders in the Bytown & Prescott Railway. It was expected at the time that the enterprise would be a good dividend payer but so far the local certificate holders have received no return for their money.

Mr. Warren Y. Soper today made a suggestion, which, if carried out, will provide a far finer entrance for the Royal party than has hitherto been contemplated. Mr. Soper thought that it was possible that the Royal party would come from Montreal on the North shore line. A switch would be laid from the CPR tracks to those of the Ottawa Northern. Then the Royal train would enter the city over the Interprovincial bridge and go along the canal bank to the Elgin street depot. If this is done the CAR will keep the tracks along the canal bank clear of other trains, in order that the magnificent view that this entrance affords will be clear for the Royal visitors. This suggestion, it is said, will in all likelihood be adopted.

09/08/1901 *Renfrew Mercury* *Belleville* *Perth*

There are now nearly two hundred men employed in the C.P.R. carshops, among them being about one hundred French Canadians brought in this week. The shop is full of orders for box cars to move the great grain crop ripening in the Northwest.

09/08/1901 *Eastern Ontario Review* *Montreal and Ottawa* *Barb*

13 Sheep Killed

Mr. Wm. LeRoy, of Barb, suffered a very heavy loss on Wednesday evening of this week. The Canadian Pacific 5.23 train dashed into a large flock of his sheep killing thirteen and mangling a number of others so badly that they had to be killed. The loss is a very heavy one as they were all pedigreed sheep. Through an oversight the gate from the sheep pasture leading over the track was left open and the sheep wandered on to the track.

09/08/1901 *Ottawa Journal* *Renfrew* *Renfrew*

The westbound local on the CAR due here at 6.20 ran into the east bound way freight last night by taking the switch instead of the main line. The switch board was properly set but in some way the switch was wrong or else sprung by the weight of the train. The engines and tender, along with two or three cars were smashed somewhat but all the passengers and employees escaped with a severe shaking up. The wreck is now cleared away and the line is again fit for traffic.

09/08/1901 *Eastern Ontario Review* *Belleville* *Smiths Falls*

Alleged Train Wrecking

Smiths Falls, Aug 7. What appears to have been an attempt at train wrecking was made here yesterday morning about one o'clock. The Montreal express was coming in preceded by an engine running light, when just as the latter reached the edge of town an explosion occurred, raising up the front of the light engine and tearing off one of the driving wheels, but otherwise doing very little damage. A short time ago heavy pieces of iron were placed on the track near the same place. The air is full of surmises, but it has not yet been discovered who committed the outrage. It is hoped that the perpetrators may speedily be discovered and justly dealt with.

10/08/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

As was announced some time ago when the decision was agreed upon by the committee, the royal party, unless present plans are changed, will come to Ottawa by way of the North shore line of the C.P.R. and cross the Interprovincial bridge thence proceeding to Elgin street. When the matter of entrance was discussed the suggestion was made that the train be brought up the north shore, cross at the C.P.R. and be taken around by Chaudiere Junction to Elgin Street station, but the C.A.R. officials who were present did not favor that route. The Interprovincial Bridge route was then unanimously agreed upon. It is said to have been originally suggested by Her Excellency on account of its picturesque ness.

Mr. W.Y. Soper, chairman of the transportation committee, is heartily in accord with the decision arrived at and arrangements are now being made to carry it into effect.

15/08/1901 *The Record, Chesterville* *Winchester* *Winchester*

A CPR surveyor was in Winchester last week laying out the line for a spur from the railway to Messrs. Eager and Sanderson's roller mill. The spur will be extended from the end of the Y in as direct a line as possible to a point east of the mill near Clarence Street where it will curve and run along the north side of the mill.

15/08/1901 *The Record, Chesterville* *Hammond* *Rockland*

R.C. Cummings of Malone, NY has secured a patent on a cattle guard to be known as the Automatic Cattle Guard, for the United States and Canada. The apparatus presents a very durable and unique appearance. Last week a sample was constructed on the Canada Atlantic railway near Rockland.

15/08/1901 *The Record, Chesterville* *Winchester* *Finch*

The CPR Harvest Excursion to Manitoba Thursday and the expectation of high wages enticed a large crowd of muscular young men to take Horace Greeley's advice and go west. Among those who went were E. Hutt, W.D. McNaughton, D.J. McNaughton, W.Ault, J. McDermid, J. McRae and several others from stations along the O&NY.

16/08/1901 *Brockville Recorder* *Kingston (CN)*

Extensive improvements are about to be made in the G.T.R. shops by which the stone shop at William Street will be converted into what is called a running shed. At present the shop is constructed in a cruciform shape and contains a large turntable. Engines will be required by the new arrangements to coal up at the east end of the yard and leave the shops by the west end entrance. The changes are made necessary in order to expeditiously handle the two hundred engines a week that now are operated from this point.

16/08/1901 *Brockville Recorder* *Kingston (CN)* *Brockville*

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16/08/1901 *Renfrew Mercury* *Locksley* *Pembroke*

Mr. James I. Morris C.E., and his assistant, Mr. Peter Gordon, C.E., with their men, returned to town a few days ago, after completing the preliminary survey for the railway between Golden Lake and Bancroft,--

21/08/1901 *Ottawa Journal* *Montreal and Ottawa* *Hull Beemer*

Work on Hull's new Union Station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere Street at the juncture of the Ottawa, Northern and Western and the PP&J Railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

21/08/1901 *Ottawa Citizen* *Maniwaki* *Hull Beemer*

Work on Hull's new union station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere street at the juncture of the Ottawa, Northern and Western and the P. & P. J. railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

Also appears in Thursday 22 August edition.

Painful Accident

Yesterday morning between 6 and 7 o'clock Mr. Hatch, sr., was thrown from his waggon and sustained a fracture of the ankle. Mr. Hatch and Wm. Creighton were going out of town with loads of flour when the former's team became frightened at a freight train near Murphys crossing. Mr. Hatch tried to drive past Creighton who was ahead and was thrown off his waggon into the ditch. His left ankle struck a stone and received a severe fracture. Dr. Jones was summoned and under his skillful treatment the patient is doing well. The horses were caught without trouble and no damage done except that the waggon was smashed and some flour strewn about the road.

27/08/1901 *Kingston Daily British Whi* *Kingston (CN)* *Gananoque*

**Two Men Were Killed
The Orders Were Against What Was Done**

A despatch from Montreal says: A fatal collision took place on the Grand Trunk railway at Thousand Island station, early this morning, between two freight trains. Charles Merron, an engineer, and E. Stone, a brakeman, were killed. The accident occurred at 2:45 o'clock this morning. An east-bound freight was backing over on the west-bound track, the semaphore and train order being both at danger, when a west-bound freight ran into the east-bound train, four cars from the engine, derailing the engine and seven loaded and three unloaded cars, killing the engineer and brakeman. The fireman escaped.

Additional Particulars.

Gananoque, Aug. 27.- At 2:50 o'clock this morning at the Thousand Island junction, on the G.T.R., a collision occurred between two freight trains. An east-bound freight on the down track was crossing to the up track to give a clear track to No. 8 train, the eastern flyer. When about half way on the crossover a freight was seen coming on the west-bound track, or up track. The night agent had the signal board against her, but this apparently was noticed by the engineer or crew on the west-bound freight train, as the morning was very foggy. The conductor of the east-bound freight signalled the approaching train, which was coming at a great rate of speed. The brakeman was also signalling the west-bound train. Neither of these signals were answered until the west-bound was about 100 feet away when engineer Merron applied the emergency brakes but it was too late. He crashed into the east-bound train, demolishing ten cars containing flour and merchandise. The merchandise was not very badly damaged. The flour was strewn all over the ground. It blocked the up and down tracks, also the Thousand Island railway track, which was quite close to the G.T.R. at this point.

The Thousand Island railway track was cleared at 7:30 o'clock. The rails were joined to the G.T.R. at each end of the wreck, to enable the trains to pass. Dr. Shaw, coroner, Lansdowne, held a postmortem examination at 11 a.m., when an adjournment was made until this evening.

27/08/1901 *Kingston Daily News* *Kingston (CN)* *Gananoque*

**Trainmen Killed
A Terrible Railway Accident Resulting in the Death of Engineer Meron and Brakeman Stone A Fast Train Signalled Would Not Stop
Crashed Into A Train
The Body of Stone Was Found Near the Tender
The Engineer's Body
At One O'Clock the Corpse was Under the Engine - Wrecking Crews at Work - G.T.R. Tracks Were Completely Blocked - Inquest to be Held.**

(Special to the News.)

Gananoque, Ont., Aug. 27. - This morning at 2:30 a fatal accident occurred at the Thousand Island junction, when two freight trains collided. A freight train, which was just pulling into the station, on the down track, backed over the cross-over to get clear of No. 8 Eastern flyer, when about half way across, a fast train was seen coming into the station at a great rate of speed. The night operator had signal boards against the incoming train. The brakeman and conductor on down freight, both signalled her, but their signals were apparently unnoticed by her crew. When within 60 feet, the emergency brake was applied, but too late, to check her great speed, and she crashed into the down train. Engineer Meron, and Brakesman Stone, were both killed. The body of the latter was found near the tender of the engine, while that of the former was found just where he sat on engine, which was lying on its side. He was apparently killed instantaneously, and at 1:15 his body was still under the engine. As the wrecking crews (three in number) had been unable to reach it owing to the debris, which blocked the way. The up and down breaks [sic] were completely blocked, as was the line of the T.I. Railway, which was first cleared, and the G.T. Railway joined rails with the west and east of the station to enable passenger trains to get through.

Coroner Shaw, Lansdowne, empannelled a jury at 11, which was adjourned until this evening. The fireman saved himself by jumping.

Ten cars of merchandise and flour were scattered. The flour was a complete loss, but the merchandise was slightly damaged. No blame is attached to the G.T.R. or any of its employees. Trains were running again at 7:30.

The engineer was married about three years ago to Miss Mary Smiley, daughter of Mr. Samuel Smiley, 56 Rideau street, this city. Three short weeks ago Engineer Meron sent his wife to Kingston to visit her parents. To-day was the time that he was to return to Kingston to spend a couple of days with his wife and two small children, but, alas, instead of the joy of husband and family meeting, comes the cruel message to a loving wife that she is a widow. Mr. Meron was brought up at Trenton, being born about 28 years ago. He has been nine years in the service of the Grand Trunk Railway. Last October he was promoted to the position of driver. He leaves a young wife and two small children to mourn his loss. Mr. Samuel Smiley and a number of other railway men left for Gananoque Junction this afternoon to look after the remains of the unfortunate man.

28/08/1901 *Ottawa Citizen* *Britannia Power Canal* *Metropolitan Electric*

The creditors of Brewer and McNaughton held a meeting in Code and Burritt's office yesterday afternoon. Mr. Cole was confirmed as assignee and Messrs. Thomas Birkett and W.H. McAuliffe were appointed inspectors of the estate. An adjournment was given for a few days to give the Inspectors time to prepare a report. The assets are about \$19,000, consisting principally of the plant established by Brewer and McNaughton at Britannia in connection with the Metropolitan Power Company's works. This plant is valued at about \$17,000. The liabilities are about \$9,000.

30/08/1901 *Renfrew Mercury* *Kingston (CP)*

The Kingston and Pembroke Railway has become the property of the Canadian Pacific Railway Company.--

30/08/1901 *Renfrew Mercury* *Kingston (CP)*

Mr. E.T. Wilkie, C.E., returned home on Saturday evening, having completed the location of the Lanark and Carleton Place branch of the Kingston and Pembroke Railway from the townline between Lanark and Dalhousie Townships inot South Sherbrooke, where he met the other location party, which was in charge of Mr. T.W. Nash, the chief engineer of the K. & P.Ry. The line is now located from Sharbot Lake to within two miles of Lanark village. The local work has been topped for the present to allow the plans to be worked up so as to get the contractors at work as soon as possible. The right of way agent followed Mr. Wilkie and bought the right of way as fast as the right of way was located, and is now buying the Sharbot Lake end through the Township of Oso. Mr. Wilkie expects to go back on construction about the middle of September when it is intended to rush the construction with all possible speed till the ground freezes up. - Carleton Place Herald.

30/08/1901 *Ottawa Citizen* *Pontiac Pacific Junction* **Hull**

Work on the extension of the Pontiac and Pacific Junction Railway from Aylmer to Hull is being pushed ahead rapidly. A gang of nearly a 100 men has been put at work at Deschenes under charge of Mr. Guy Dunn, chief engineer, Messrs. S. Henderson and J.E. Hoolihan will superintend the work. The new track is being laid parallel to the Hull Electric track. It is expected that the through service between Aylmer and Ottawa will be inaugurated on October 20th.

05/09/1901 *The Equity, Shawville* *Pontiac Pacific Junction*

The Ottawa, Northern and Western will purchase the P. & P. J. and Hull Electric. Article.

The price paid for the Hull Electric Railway by the Beemer syndicate is \$650,000 in first mortgage bonds and \$550,000 in stock - Article.

06/09/1901 *Ottawa Citizen* *New York Central*

The Ottawa and New York train due at the Central Depot at 7 o'clock Wednesday evening did not arrive until 4 o'clock yesterday morning. The cause of the nine hour delay was the breaking of an axle under the engine. The trouble was located when the train was running at a high rate of speed this side of Russell station which it left seven minutes behind time. Brakes were applied and the train quickly brought to a standstill. An examination of the tender showed that the axle had broken in the middle. The two wheels to which it was attached had left the track and run between the rails for a distance of half a mile. The tops of the spikes holding the rails had been cut off allowing the rails to become loosened. The train's escape from wreck was a close one, as the engine was in great danger of being thrown from the track. A wrecking train was sent from Cornwall and the track fixed up. The escape from serious accident is attributed by the passengers to the excellent road bed and heavy rails and the good rolling stock.

07/09/1901 *Ottawa Citizen* *Ottawa Electric*

Accident involving cars Nos. 214 and 228.

07/09/1901 *Ottawa Citizen* *Renfrew*

Considerable interest has been aroused amongst the engineers and trainmen of the Canada Atlantic over the selection of the crews for the royal trains. Speaking of the matter this morning, Mr. Morley Donaldson, general superintendent said. "We will select our oldest and most experienced and careful drivers. The engines provided will be Nos. 618 and 620 of the big Atlantic type." The officials are doing everything possible to make the Duke's run over the Canada Atlantic a pleasant one.

11/09/1901 *Ottawa Journal* *Prescott* *Wellington Street*

THE WELLINGTON STREET RAILWAY CROSSING

Now that the railways have their way there are to be enough gates across the Richmond Road to freeze farmers to death in winter who aim to get into town.

Gentlemen of the railway committee of the privy council please bear in mind the theory that the highways of the country are for the comfortable use of the people, not conveniences of the railways to lay switches on.

There should be a viaduct over the four railway crossings of the Richmond road, and the railways should pay for it.

12/09/1901 *Ottawa Citizen* *Hull Electric*

Collision between cars Nos. 10 and 12.

12/09/1901 *Ottawa Journal* *Ottawa Electric*

The Royal trolley "The Duchess of Cornwall and York" was given a trial run through the city and out to Britannia-on-the-Bay yesterday. The luxurious electric car "The Duchess of Cornwall and York" has been provided by the Ottawa Electric Railway expressly for the use of their Royal Highnesses, the Duke and Duchess of York. The car is 50 feet in length, straight sides and vestibuled at both ends, full monitor roof of the Pullman pattern. The color is also Pullman standard with the British coat-of-arms conspicuous on both front and rear. The interior of the car is furnished in antique polished oak, the ceiling being covered with three ply birds eye maple veneer, and decorated. There are four large British plate mirrors set in frames, two at either end of the car. All trimmings, such as hat racks, books etc. are in solid bronze. The window curtains are of the latest design, and are very ornamental. The car is brilliantly illuminated by five clusters of incandescent electric lamps, twenty one in all. The floor is covered with a rich Royal Blue carpet. The car contains fourteen large easy chairs beautifully upholstered in olive green plush. The trucks are double and of the swing motion pattern with graduated springs. The electrical equipment is very complete and consists of four Westinghouse 40(?) h.p. motors. The car is also fitted with the Westinghouse automatic air brake, and is capable of attaining a speed of fifty miles an hour. This is the first electric tram car ever provided exclusively for the use of Royalty. The car was manufactured by the Ottawa Car Manufacturing Company.

12/09/1901 *Ottawa Citizen* *Hull Electric*

A collision which might have been attended with serious loss of life occurred on the Hull-Aylmer Electric line at 10.05 last night. Car no. 12 leaving Aylmer at 9.35 in charge of Conductor A. Baker and Motorman T. Bouch dashed into car 10 which left Ottawa at 10.00 p.m. on Main Street, Hull near the Post Office. The car from Ottawa was in charge of Conductor H. Moor and Motorman G. Chartier. Both cars were running at about 15 miles per hour and the force caused the coaches, which were closed ones, to be smashed to kindling wood almost ?? Both motormen jumped and thus saved themselves. There were few passengers otherwise ?? would have been recorded.

Car no. 10 left Ottawa on schedule time and was to have crossed car 12 at Graham's corner switch. When car no. 12 got to Graham's corner switch the employee thought that they could get down to the ferry switch in Hull and thereby save time, and the collision was the result.

One woman who was a passenger on the Ottawa car had her arm badly cut by broken glass.

Almost illegible.

13/09/1901 *Perth Courier* *Lanark County Electric*

Mr. Fowler, formerly of Carleton Place and Arnprior, once so well known as the promoter of the Perth and Lanark Electric Railway scheme, is on a directorate of capitalists at Toronto, who are promoting a million dollar company for the manufacture of beet roots sugar in Ontario.

13/09/1901 *Glengarry News* *Ottawa Electric*

August Pollock, 18 years of age, switch boy on the Ottawa Electric Railway, was jumping from one car to another, which was in motion, when he slipped and fell. The wheels of the car passed over his head. Death was instantaneous.

14/09/1901 *Ottawa Journal* *Ottawa Electric*

Line drawing of the Royal trolley car with a repeat description.

14/09/1901 *Ottawa Citizen* *Carleton Place*

The C.P.R. company has selected the driver who will be in charge of the locomotive drawing the royal train from Ottawa to Chalk River, on the Winnipeg trip. Mr. Harry Glendenning, 443 Queen street, one of the most efficient and popular engineers running out of Ottawa will be at the post of honor. Mr. Glendenning is now running on the Imperial Limited. His fireman will be George Moles, Hintonburg, his trusty employe. Mr. Glendenning will have charge of his own engine. It is now being overhauled and repainted preparatory to making the Royal run from Ottawa to Chalk River, the next divisional point.

Every precaution will be taken on the C.P.Ry as on English roads to prevent accident or delay to the Duke's magnificently fitted train, which will run in two sections. Special orders will be issued to regulate all traffic and the Royal train will be given the right of way. The Duke and Duchess and suite travel by the second section.

17/09/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The sweep of yesterday's tornado was felt most heavily in the Ottawa river and one of the worst effects was the havoc wrought to the special decorations on the Royal Alexandra bridge. The elaborate electric installation which was to have blazon forth the name in letters of fire was completely wrecked. The whole mass of wiring, framing and supports was torn from position and swept over the bridge, temporarily suspending traffic on the bridge and entailing a loss of at least \$2,000 in electric work. To repair the damage in time to have the full electric display on Friday night, as contemplated, will tax the efforts of the contractors.

19/09/1901 Merrickville Star Eganville Eganville

Narrow Escape.

A women named Quaddie, a few days ago had a miraculous escape from death in Eganville. She was seated in a wagon behind a team of horses, when the animals become frightened at an incoming train, made a circuit, upset the rig, and threw the occupant upon the track in front of the train. The engineer reversed the engine and the train was brought to a standstill within a foot of the woman's head. She was cut and bruised by the overturn.

20/09/1901 Eastern Ontario Review Vankleek Vankleek Hill

C.A.R. Leaves the Track

Bad wreck on the Canada Atlantic Railway last Saturday - much damage done but no lives lost.

The Canada Atlantic mail train, due here at noon, was wrecked at Potter's brick yard on Saturday last on its way to Hawkesbury.

The train was taking two new engines down to Hawkesbury for the use of the Great Northern Railway. It is thought the weight of these engines running at a rapid rate of speed spread the rails and derailed the train.

The first part of the train, including one of the engines broke away from the wreck and did not leave the track. One engine, four freight cars, a baggage car and the passenger coach were wrecked. The engine and one freight car were turned entirely upside down and another freight car was thrown at right angles across the track. The road bed and track were completely destroyed for several rods.

There were only four passengers in the coach and they escaped without any injury as the coach did not topple over. A wrecking crew came down from Ottawa in the afternoon and after working all night and all day Sunday in the rain succeeded in clearing the track.

Passenger service was uninterrupted, the passengers being transferred from one train to the other around the wreck.

The loss to the company will be pretty heavy as many of the cars were badly damaged.

20/09/1901 Ottawa Citizen Canada Atlantic

C.P.R. Crews For Royal Train

Page 2 col 2

21/09/1901 Ottawa Citizen Canada Atlantic

Souvenir edition for Royal Visit. One page on the Canada Atlantic Route with pictures. Poor copy.

21/09/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Account of the Royal visit. "At 11.30 the Royal party drove over the Alexander bridge and through Hull..."

23/09/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Account of Royal visit. "As the canoes passed under the Royal Alexander bridge there was a large crowd waiting for the Royal party"

24/09/1901 Ottawa Journal Chalk River

Now Good Bye Has Been Said

Page 1 col 1

25/09/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Sharp on time the royal section started westbound at 12.30 o'clock. The train went out by the Central station, across the Interprovincial bridge, through Hull and across the Suspension [sic] bridge over the Chaudiere. This not only gave the royal party opportunity to see some of Ottawa's best scenic environments, but avoided passing through lumber yards and the shunting that would be necessary to reach the C.P.R. track. The conductors on the trains will go as far west as North Bay where a change will be made. The engineers will be changed at Chalk River.

25/09/1901 Ottawa Journal Chalk River

Progress of the Royal Party

The Royal Visit

The Train Stopped and the Duke and Duchess Receive a Great Ovation

At the request of a number of citizens Mayor Simpson telegraphed Major Maude on Tuesday informing him that Almonte was the terminus of the railway when King Edward visited Almonte in the same capacity as that in which the Duke and Duchess of Cornwall and York are at present doing, and asking that the royal train be stopped here to give Almonters an opportunity of seeing the representatives of royalty and giving them a hearty cheer on their journey westward. To the delight of our citizens the request was immediately granted, and the order given for the train to stop. Nearly three thousand citizens and visitors gathered at the station, and as the first section of the train passed through at a good rate of speed there was disappointment on almost every face until it was known that the royal party were not on board. About half-an-hour later the second section came along, and slowing up as it reached the station soon came to a stop amid the cheers of the assembled crowd, among whom were a large number of school children who were gathered on an eminence near by which gave them a good view. The Duke and Duchess came out at the rear of the car, and were given a hearty greeting. His Highness asked for the Mayor, who came forward and was introduced to him, and they chatted freely during the time at their disposal, the Duke asking many questions regarding the town, and expressing the pleasure it was to him to stop there under the circumstances, and also voicing his appreciation of the loyal and enthusiastic reception accorded to them. As the train was moving off the school children, led by Mr. R.W. Haydon (who, by the way suggested the idea of sending the telegram which resulted in the stopping of the train), and joined by the vast concourse of people, sent up a cheer which must have sounded to their royal highnesses very much like what they would hear from as many British throats at their own home in the tight little isle across the sea. It was a cheer that left no doubt as to the loyalty of the citizens of Almonte, both old and young and it was graciously acknowledged by the royal party.

Sir Wilfrid Laurier was on the first section of the train, and stood out on the platform and waved acknowledgement of the hearty cheers he received. The train conveying the Duke and the Duchess was one of the finest that ever passed through Almonte. The outside appearance was magnificent and the inside appointments most luxurious.

The cowboys entertained the crowd while waiting for the royal train on Tuesday by playing pranks upon each other. They all entered heartily into the sport, and gave some wonderful exhibitions of their dexterity with the lassoo.

Had our citizens known an hour or two sooner that the train was going to stop they would have shown travelling royalty what they could do in the way of a loyal send-off. As it was there was no room left to doubt the fealty of the assembly.

Peter Kelly caused considerable merriment at the station when the royal train was here by wishing the Duke "good luck," and informing him that he saw his father when he was here forty years ago. Given in Peter's true Irish brogue it was amusing, and the Duke seemed to enjoy it.

It was a matter of regret to Capt. Cole that he had not time to get the members of his company together before the train arrived. However, they will have an opportunity at Toronto of letting the Duke and Duchess know what their attitude is towards the head of the empire of which we form a part.

28/09/1901 *Ottawa Journal**Ottawa Terminal*

According to railway returns some 24,000 passengers were brought into Ottawa last week. Judging by the daily returns the Central Fair was responsible for about half, the royal visit for the rest.

01/10/1901 *Ottawa Journal**New York Central*

Advertisement. Passenger trains to and from Central Depot, mixed trains to and from Ann and Nicholas Street.

03/10/1901 *Kemptville Telegram**Good roads*

THE GOOD ROADS TRAIN.

It looks at present as if the Good Roads Train will not reach here until next Spring and the public will have to wade through the mire from Kemptville to the Junction road for another while. The train spent a week on the fair grounds at Ottawa giving exhibitions of the work it is intended to do. From there the official program would take it to Plantageuet where there is a notoriously bad piece of road between the railway and the village. It then goes to Carp, Eganville, Pembroke and Almonte. Then comes our turn. The Association still hope that with an open Fall they may be able to complete their undertaking this Fall but unless they have fewer mishaps and delays than heretofore they will scarcely accomplish this. They have determined, however, to complete all their undertakings to the letter, and if it is impossible to do all this year the balance will be done in the Spring. With this in view arrangements have been made with the Sawyer-Massey Co. to leave the machinery in this section of the country all winter. This arrangement is a good one. If the Association were compelled to visit all the points this year it would have to cut down the amount of work to be done each place and there would be such a rush and hurry with it that would make it unsatisfactory both to the Association and the people interested. We have done our part of the work and have had the material on the ground for some time and it is a matter of regret that we should be made to suffer another six months on account of the delays that have occurred elsewhere. It is a satisfaction, however, to know that when the work is done it will be permanent and satisfactory. The Cornwall, Iroquois and Morrisburg papers all commend very highly the work done at Iroquois and it is evident that the people there are well pleased with the piece of road built. It is to be hoped that the expectations of the promoters will be realized-and the work completed this Fall, but if it is not we will only have to possess ourselves with patience and await our turn. We have suffered so long with this stretch of road that we can bear with it yet a little while. The delay is not the fault of anyone who has been pushing the scheme here nor is it. the fault of the road makers. It is simply due to the fact that in many places the people awaited the arrival of the train before making the necessary preparation for the work.

08/10/1901 *Kemptville Telegram**Good roads*

THE GOOD ROADS TRAIN. It looks at present as if the Good Roads Train will not reach here until next Spring and the public will have to wade through the mire from Kemptville to the Junction road for another while. The train spent a week on the fair grounds at Ottawa giving exhibitions of the work it is intended to do. From there the official program would take it to Plantagenet where there is a notoriously bad piece of road between the railway and the village. It then goes to Carp, Eganville, Pembroke and Almonte. Then comes our turn. The Association still hope that with an open Fall they may be able to complete their undertaking this Fall but unless they have fewer mishaps and delays than heretofore they will scarcely accomplish this. They have determined, however, to complete all their undertakings to the letter, and if it is impossible to do all this year the balance will be done in the Spring. With this in view arrangements have been made with the Sawyer-Massey Co. to leave the machinery in this section of the country all winter. This arrangement is a good one. If the Association were compelled to visit all the points this year it would have to cut down the amount of work to be done each place and there would be such a rush and hurry with it that would make it unsatisfactory both to the Association and the people interested. We have done our part of the work and have had the material on the ground for some time and it is a matter of regret that we should be made to suffer another six months on account of the delays that have occurred elsewhere. It is a satisfaction, however, to know that when the work is done it will be permanent and satisfactory. The Cornwall, Iroquois and Morrisburg papers all commend very highly on the work done at Iroquois and it is evident that the people there are well pleased with the piece of road built. It is to be hoped that the expectations of the promoters will be realized and the work completed this Fall, but if it is not we will only have to possess ourselves with patience and await our turn. We have suffered so long with this stretch of road that we can bear with it yet a little while. The delay is not the fault of anyone who has been pushing the scheme here nor is it the fault of the road makers. It is simply due to the fact that in many places the people awaited the arrival of the train before making the necessary preparation for the work.

24/10/1901 Kemptville Telegram Good roads

Caption to line drawing (not a photograph)

The above photograph was taken during the progress of the work in the town of Gananoque, and shows Road Commissioner A.W. Campbell, C.E., at work operating the grader. It is estimated that by the use of a traction engine instead of horses, three times as much work can be done at about one-third the cost. Every township has a traction engine which, with a little fitting up, could be used for this work and at a time of year when these engines are not in demand. This cut is the property of the Good Roads Association

25/10/1901 Ottawa Journal Prescott Wellington Street

"ACCEPTED WITHOUT PREJUDICE," SAYS HE

Mayor Morris Says the City's Acceptance of Richmond Road Gates Will not Prevent a Future Subway.

The gates on the Richmond road, that protect the three railway crossings there, are up and they have been pronounced satisfactory by the engineering department of the city. However, the mayor is determined that these gates shall not be there forever. To-day Mayor Morris asked the city engineer to act in conjunction with the city solicitor and write to the public works department in connection with the recent letter of Mr. Schreiber, to the effect that the gates were satisfactory as gates go, but that the city wanted it understood that if at any future time the city deemed it advisable to have a viaduct or a subway constructed at this point, the present acceptance of the gates was not to prejudice matters.

28/10/1901 Ottawa Journal Hull Electric Aylmer

A very serious accident was narrowly averted on Saturday morning on the Hull Electric Railway. At the foot of Main Street, a car slipped over the frosty rails. The leaves formed a pasty mass with the frost, and the brakes, although tightened as much as possible, could not hold the car, and it ran into a coal car and derailed it. The passenger car was slightly damaged and one of the employees, in jumping, twisted his ankle. No other injury was sustained by any one.

31/10/1901 Merrickville Star Other

New Railway. :

Surveyors are in the locality of Brocville laying out a route for a proposed new electrical railway between Toronto and Brockville. The new line will extend also to Ottawa and Cornwall. The line will shorten the distance between Toronto and Kingston by thirty-five miles. The company is asking for bonuses or exemption, and, as soon as the survey is completed, application will be made for a charter and work on the road will be commenced.

31/10/1901 Ottawa Journal Pontiac Pacific Junction Tetreauville

Louis and Henri Simon, Italian navvies, are confined to the Water Street hospital as a result of a stabbing affray which occurred near Tetreauville yesterday afternoon. The men are brothers and were employed on the new railroad being built by Mr. Beemer connecting Ottawa with Aylmer. The story of the injured men is that the foreman, Savaria Cavorato, had ordered them and another brother, John, off one car to another. They refused to go and attempted to defend themselves with a shovel. It is alleged that the foreman then hit John Simon with a shovel. This was provocation enough for a free fight in which John, Louis and Henri Simon and John Church are said to have attacked the foreman and his brother Louis Cavorato. It is then that Savaria Cavorato is said to have drawn a knife and stabbed Henri and Louis in the stomach.

The injured men were put on an electric car and brought to Ottawa where they were removed to the Water Street hospital. Louis Cavorato and John Simon were arrested and taken to the Hull gaol. Savaria Cavorato, who is said to have done the stabbing, has not been arrested.

When taken to the hospital it was found that one of the men had received a dangerous wound. The other is not serious.

02/11/1901 Athens Reporter Westport

The B&W cheese train brought in 1,942 boxes of cheese yesterday.

09/11/1901 Athens Reporter Westport

The B&W cheese train brought in 2,368 boxes of cheese yesterday.

11/11/1901 Ottawa Journal Carleton Place Ottawa, Broad Street

Would you like to see the interior of the cars the Duke and Duchess of York rode in through Canada, inspect the rich decorations specially designed and made for the eyes of the Royal party? Well on Thursday 21st and Friday 22nd of this month the cars will be in Ottawa and they will be "at your service" so to speak.

The Canadian Pacific Railway, builders and owners of the cars have arranged to give the people of Ottawa the chance to see them.

The cars will be on exhibition at the Union Depot for the greater part of two days.

The cars will arrive at 2 o'clock Thursday November 21st and will be open to the public until 9.30 that evening and again the following day from 9 to 9.30 pm.

A charge of 25 cents will be made for the "inspection". The money received from visitors will be sent by the CPR for the charities of Ottawa, likely the two orphans' homes.

It is likely a nice sum will be derived for a good object by the CPR's act.

The first accident on the B&W Railway that has befallen an employee, attended by fatal results occurred this morning at Delta when James R. Smith, baggageman on the regular train and who also held the position of spare conductor was instantly killed.

The deceased resided in Brockville and left here yesterday on the afternoon train in the capacity of baggageman. He was returning this morning, in the same capacity, the train being in charge of Conductor Flegg and Engineer Graham. He had orders to bring in two cars of stock which were on the siding just east of Delta station. Smith uncoupled the engine from the main part of the train. After it had pulled ahead, he threw the switch for the siding. The engine was backed in and the unfortunate man made the coupling, attaching the locomotive to an empty box car, which was coupled to one of the stock cars. He then gave a signal to the engineer to go ahead, and when last seen alive was walking on the strip of land between the siding and the main line and whether the victim of the accident attempted to board the train and fell or slipped while walking quickly is not known but the latter is supposition by those who were present when the accident occurred.

At any rate, he fell head foremost between the first car of stock and the empty box car so that his body lay directly across the rails. The two stock cars passed over him cutting him in two and also amputating the right leg. Death was instantaneous. The body was picked up and brought on here where it was handed over to Sheridan & Buchanan.

Coroner Jackson was notified but after hearing the facts of the case, decided that it was an accident, and an investigation unnecessary.

The late James R. Smith was born in the township of Elizabethtown, in the vicinity of Greenbush, forty-seven years ago. He had been in the employ of the B&W since that road has been in operation. He had worked his way up until he had attained the position of conductor. Some years ago, while coupling cars at Athens, he lost three fingers and a portion of the right hand. He was a capable and obliging employee, was very popular with the patrons of the road, all of whom will deeply regret his death. The deceased leaves two daughters to mourn his loss. His wife died but a year ago. It is needless to say that the sympathy of the entire community goes out to them in their sad bereavement. The deceased conductor resided at the corner of Abbott and Maple streets. He was a member of the COF and IOOF. In politics he was a Conservative.

15/11/1901 *Renfrew Mercury* *Kingston (CP)*

Good bye to the "Kick and Push". -- Mr. C.W. Spencer is now General Manager of the K. & P.R. but that the active management will remain pretty much as it is for some little time at least.--

18/11/1901 *Ottawa Journal* *Pontiac Pacific Junction*

First advertisement in Ottawa Journal - joint with ON&W advertising Thanksgiving Day fares.

22/11/1901 *Renfrew Mercury* *Chalk River* *Almonte*

A new railway station will be built at Almonte next summer. Superintendent H.B. Spencer of the C.P.R. was in town on Monday last and made the emphatic announcement that the much needed, long expected building will be erected without any greater delay. Mr. Spencer stated that the building will be built of stone, and constructed entirely after the plans of the stations at Arnprior, Renfrew and Pembroke. It will cost in the neighbourhood of ten thousand dollars-- during his stay in town he arranged for an extension of the crossing siding to meet required siding accommodation. The siding will be lengthened by about 700 feet, to accommodate 20 or 25 more cars. This work will be started at once.

22/11/1901 *Ottawa Journal* *Carleton Place* *Ottawa, Broad Street*

Beauties of Royal train. Full description.

23/11/1901 *Ottawa Citizen* *Kingston (CP)*

Today (Nov 22) a steel bridge was placed in position over the Madawaska river. Replacing a wooden structure on the line of the K. & P. Surveyors who have returned from their long tramp between Sharbot Lake and Carleton Place spying out a route for the proposed K. & P. extension, are now at work on the plans.

25/11/1901 *Ottawa Journal* *Canada Atlantic* *Central Depot*

This morning the Ottawa and New York express due at the Central Station at 10.45 struck and seriously injured Telesphore Gravelle of Aylmer, a fireman on the Ottawa, Northern and Western Railway. The unfortunate man had put his engine into the round house and was walking towards the station between the rails and the main line. The engineer on the passenger train whistled three times and had slowed considerably when Gravelle was struck. The cow catcher knocked Gravelle down but clear of the rails. At St. Luke's hospital his injuries were found to consist of two scalp wounds on the back and the side of the head, an abrasion of the right shoulder and an injury to the left knee. There is the possibility of internal injuries but good hopes are entertained for his recovery.

28/11/1901 *The Equity, Shawville* *Pontiac Pacific Junction*

In reference to the changes that are proposed in connection with the P. & P. J. railway service, we learn from the agent here, Mr. Crawford, that it is the intention of the company to run the passenger train on express time, leaving Waltham a little earlier in the morning in order to connect with the C.A.R. train for Montreal at 9 o'clock, which will enable passengers to reach that city in time for dinner. It is also proposed to put on a freight train three days in the week - Mondays, Wednesdays and Fridays - to facilitate traffic and avoid the tedious delays that the travelling public have had to endure by the existing service. The freight train will leave Ottawa in the morning and return in the afternoon. The proposed changes, when put into effect next week, will certainly be much appreciated by the people of this county and, we shall have no doubt, will serve to materially increase the business of the road.

Next thing we shall look for is a move onward to Pembroke. Two years ago Mr Beemer told The Equity that as soon as communication was established with Ottawa, the Pembroke extension would be taken in.

02/12/1901 *Ottawa Journal* *Pontiac Pacific Junction*

Advertisement shows PPJ trains running into Ottawa as well as ON&W trains.

On another page. The first through train from the Pontiac arrived at the Central Station this morning. This train will in future connect with the North Shore line of the Canadian Pacific at Hull station for Montreal, making a through service from Pontiac to Montreal. Souvenir badges were issued to all on board the train this morning.

Through passenger and freight service was instituted on the Pontiac and Pacific Junction branch of the Ottawa, Northern and Western Ry. yesterday. The first passenger train, which left Waltham at 6 o'clock, arrived at the Central station at 9.15. The distance, 82 miles, was completed in three hours and fifteen minutes, is considered good on a roadbed just completed in places. The train, which consisted of engine, baggage car and four coaches, was in charge of Joseph Murphy, engineer and S.R. Kenny, conductor. The train was well patronized. Amongst those on board were Hon. Geo. Bryson, Coulonge; S.A. Smith, David Gillies, J.T. Patterson, Campbell's Bay; H.S. Dowd, Quyon, and Mr. Leggo, Shawville. A number of the railway officials boarded the train at Aylmer, having made the trip from Ottawa on the first through freight which left the city at 7 o'clock. In the party were Mr. P.W. Resseman, general superintendent; Guy C. Dunne [sic], chief engineer; F.W. Martin, train dispatcher; J.B. Brennan, roadmaster; and Mr. Jordan, agent of the Hull Electric company. In the baggage car were 26 deer shot in the Coulonge district by Montreal hunters. They were transhipped at Hull for that city. A passenger service is to be maintained daily except Sunday, the train leaving the Central depot at 5.20 p.m. No freight will be carried on this train. A freight train will leave Ottawa every Monday, Wednesday and Friday morning at 7 o'clock, thus making three round trips a week.

05/12/1901 *The Equity, Shawville**Pontiac Pacific Junction*

Fifteen carloads of freight left Aylmer by the P. & P. J. train on Thursday evening, the delivering of which at the several stations along the line caused a delay of 2½ hours in its arrival here that evening.

06/12/1901 *Renfrew Mercury**Locksley**Pembroke*

The Pembroke Southern Railway is asking for an extension of their charter to run a road from Pembroke through to connect with the Pontiac and Pacific Junction Railway in or about Shawville or Portage du Fort, and Mr. John W. Munro, M.P.P., intends asking for a bonus from the government to build the road from Pembroke through Westmeath and part of Ross townships to connect with the Pontiac and Pacific, at the coming session of the Ontario Legislature -- Pembroke Observer.

13/12/1901 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

A large addition has been made to the C.P.R. freight shed here. The old one had become entirely too small for the quantity of freight now arriving at this station.

19/12/1901 *Kemptville Telegram**Winchester**Smiths Falls*

Brakeman: Killed.

William Yelden Struck by West Bound Express in Smith's Falls C.P.R. Yard.

A fatal accident took place in the C. P. R. yard, Smith's Falls, last Wednesday night by which Mr. William Yelden lost his life. He was a brakeman on the C. P. R. and at midnight was helping to bring the engine for his train out from the round house. He was operating a switch to run the engine on to the right line and after turning it he is supposed to have stepped back on to the adjoining track until the engine passed the switch. Just then the west bound express came thundering down the main track on which he was standing and ran over him. It is supposed that on account of the escaping steam from his own engine he did not hear the other. Both his legs were cut off and his body was otherwise frightfully mangled. He was picked up by the engineer of the light engine and some others who were about and carried to the station but he died in a few minutes. He was a young man about forty years of age and leaves a wife but no family.

23/12/1901 *Athens Reporter**Westport*

James Mooney, retired general superintendent of the Brockville and Westport Railway died today. He was born in Prescott 65 years ago. He came to Brockville in 1887 and accepted the position of superintendent of construction on the Brockville and Westport Railway, and it is in connection with that corporation that he is best known. On the completion of the road in 1888, Mr. Mooney became general superintendent, holding the position till February last, when, owing to ill health, he was obliged to resign. While in the employ of the B&W he practically built up the road, and helped make it a paying concern as well as established many of the regulations now governing it.

James Mooney Dead (ER) The above caption will carry deep regret in Brockville and in fact anywhere that the genial James Mooney was known for he was the possessor of a disposition which made him a very entertaining companion and was welcome in any society in which he cared to move. In late years impaired hearing perhaps gave many the opinion that he was somewhat eccentric but beneath his brusque manner there were those hospitable characters inherent in the Celtic race which go a long way in making the world better for the sojourn in it of such men as James Mooney. He was a familiar figure on the streets of Brockville for the past fourteen years and was a general favourite at all times, having the respect of all who knew him. He will be greatly missed for his venerable appearance and rich amount of humour always ensured him a hearty welcome in all circles.

The late James Mooney was a son of Patrick Mooney, pioneer resident of Prescott. He was born in that town sixty-five years ago and spent the greater part of his life there. He was a man of more than ordinary ability took a deep interest in the welfare of his native place and with well known energy which marked the later years of his life was involved in many movements for the betterment of the Fort Town. In this connection might be mentioned the Prescott Fair of which he was for many years a director and was mainly instrumental in placing it on a sound financial basis.

He was also in the contracting business and for a long time supplied fuel and timber to the old St Lawrence and Ottawa railroad. Afterwards he went south during the American war, and was for over twenty years a dealer in tobacco representing White Bros, one of the largest firms in the United States. He came to Brockville in 1887 and accepted a position as superintendent of construction on the Brockville and Westport Railway and it is in this connection with that corporation that he is best known. Upon the completion of the road in 1888 Mr. Mooney became general superintendent, holding that position until February last when, owing to ill health, he was obliged to resign. He had also held the positions of treasurer of the company, receiver, general freight agent, and at the time of his death was the general passenger agent. While in the employ of the B & W he practically built up the road and helped make it a paying concern as well as established many of the regulations now governing it.

The deceased was never married. He had three brothers now all dead.

His illness dates back several years, but it was only in the past year that it assumed an acute form and he spent most of the time at St. Vincent de Paul Hospital where he passed away this morning at 5:30. Death was due to paralysis.

The funeral will take place Thursday morning from the hospital to St Francis Xavier church. The remains will be interred at the new Catholic cemetery.