

# Local Railway Items from Area Papers - 1902

*20/01/1902 Ottawa Citizen*

*Renfrew*

*Bank Street*

Bank Street Subway

A question of Double Tracking Canada Atlantic

Prompts city engineer Ker to write a letter to the Board of Works

The sale of the Canada Atlantic railway and the probability of parts of it being double tracked brings to the fore again the question of a subway at Bank street to obviate the obstruction to general traffic as well as that of the street railway at that point. The matter was brought to the attention of the board of works by the city engineer last night but no action was taken.

Mr. Ker wrote:-

"I am informed that owing to the recent transfer, the Canada Atlantic railway crossing on Bank street will be double tracked and have a much larger volume of traffic in the near future. As you are aware the main drain has been so constructed as to provide for a subway. In view of the larger business and increased danger I think it would be advisable to take up the question of the Bank street subway with the different railway companies interested."

"I suppose nothing can be done with this until the N.Y.C. formally takes over the road," observed Chairman Davidson.

The sale or options is subject to any works that are necessary," said Ald. Askwith.

"A subway will be particularly necessary if two tracks are laid," remarked the city engineer.

"We are all agreed as to the necessity of the work," said the chairman, "but I don't see that we can do anything now except to keep the matter in mind and await developments." The discussion was then dropped

*20/01/1902 Athens Reporter*

*Westport*

The Brockville, Westport and Sault Ste Marie Railway was sold at auction here to a New York syndicate for \$160,000.

*25/01/1902 New York Times*

*Canada Atlantic*

NEWS OF THE RAILROADS; Canada Atlantic Railway Reported Under New Control. Said to Have Been Acquired by St. Lawrence and Adirondack Road.

It was reported in this city yesterday that the St. Lawrence and Adirondack Railroad, through A.L. Meyer, its Vice President, had concluded negotiations for the acquisition of the Canada Atlantic Railway on terms declared to be advantageous to the purchasing Company. It was said that the Dominion Securities Company would finance the consolidation. The chief interest in the Dominion Securities Company is held by Dr. Seward Webb, who is president of the Adirondack Road and who has large interests in other railroads.

More.

NOW OWNED BY N.Y.C. C.A.R. HAS BEEN SOLD

Dr. Seward Webb Completes Negotiations with Mr. Booth - Will Be a Big Thing For the City of Ottawa.

Present Interests Completely Bought Out-Will Build Fine Station, Steel Bridges and Double Track the Road

Big Fleet of Steamers on Great Lakes and Tourist and Grain Traffic Boomed. Elevators at Montreal and Sorel.

The Canada Atlantic railway has passed into the hands of the New York Central interests.

This announcement, which was practically made last night, was finally confirmed today by Dr. Seward Webb, the American railway magnate, who is in the city and has been the representative of the Vanderbilt lines conducting the negotiations. The transfer of the line merits an epoch in the advancement of Ottawa and is fraught with greater interest to the city than any deal that has ever taken place heretofore. The interests of Mr. J. R. Booth in the line absolutely cease when the road is transferred.

At Rideau Hall where he is the guest of His Excellency the Governor-General, Dr. Seward Webb this morning unfolded to a Citizen reporter the plans of the New York Central system in connection with the purchase of the road. And, coming from one in almost supreme authority, whose word in American railway circles is practically law, the statement of the future policy respecting Ottawa and the C. A. R. of the great Vanderbilt system will be read with interest by every Ottawan.

Briefly summarized they are:

The erection of a magnificent union passenger station at the canal basin.

Establishment of a fast train service between Ottawa and New York, shortening the time by two hours.

Immediate increase in the rolling stock and other equipment of the road.

Increased tourist traffic through Ottawa, in connection with passenger steamers to be operated on the great lakes.

The erection of a new grain elevator of 2,500,000 bushels capacity at Depot Harbor and another at Sorel.

A new line of steamers for the grain carrying traffic.

Re-tracking and re-bridging of the line throughout

Ottawa to be retained as one of the head centers of the road, with little change likely in the staff. There is to be no division of the grain traffic from Canadian to American ports the grain will continue to go through Quebec and Sorel.

ROAD IS SOLD.

"Yes," said Dr. Webb this morning "you may say that the purchase of the Canada Atlantic by private interests identical with those of the Rutland and New York Central is an assured fact. There is only one thing to prevent the deal and that is our failure to pay the money and I guess there will be no trouble about that. It cannot fail to be a very great benefit to the city of Ottawa and will not affect in any way the relations of the C. A. R. with other railways, except it be to improve them.

"We will start out with the construction of a new elevator of 250,000 bushels capacity at Depot Harbor and the immediate purchase of one thousand box cars to handle grain. The passenger train schedule between New York and Ottawa will be shortened by two hours after the piece of road between Noyan Junction to Coteau is finished."

"Will there be any change in the staff in Ottawa?" queried the reporter.

"Those," replied Dr. Webb, "are details yet to be arranged and it is impossible for me to go into them, but I hardly consider that there will be any great changes in the staff here for, as far as I can learn, the force here is none too large.

"Practically speaking, it is not the New York Central which has bought the road, but rather a party of American capitalists, of whom I am the leader. Of course we are all directly connected with the New York Central. There is one big community of interests if you may call it such. Our relations with the C.P.R. in Montreal are most satisfactory and we should all work in together."

STEAMSHIP LINE BOUGHT.

"Have you acquired the line of steamers on the great lakes?" was asked.

"Yes, we have bought the whole thing, and, moreover, we will abandon our present line of sixteen boats operating between Ogdensburg and Chicago through the Welland canal and put them on between Depot Harbor, Chicago and Duluth, bringing all of the grain traffic over the Canada Atlantic and incidentally passing through Ottawa. Where needed, we will put in double tracking, but at the start we propose to expend a great deal of money in motive power and other equipment

NO DIVERTED TRAFFIC

"Is there to be any diversion of the grain traffic from Canadian to American ports?" questioned the reporter.

"I think that that would be a very foolish policy. This line will as usual take western grain over its road and export it from Montreal, Quebec and Sorel. It is the same company exactly which is building the Quebec South Shore railway, which is to connect with the C.A.R. and make one big Canadian system. What we will do, however, is to run some of the grain through Boston and possibly New York in winter, because in this part of country Canada has no winter port. Sending the grain to those places in winter will, you know, benefit the Rutland branch of our system."

NEW UNION DEPOT

"What about a new depot in Ottawa?"

"That is one of the first things that we will attend to. We will have to issue new bonds and when we do so we will immediately set aside enough to build a large union passenger depot in Ottawa. I am fully convinced of the necessity of this. There are a number of railways coming in here and each by paying a fair rental should come in with us in one union depot."

Dr. Webb again spoke of the staff of the Canada Atlantic. "Of course," he said, "there is no object in merging two systems and retaining a double set of officials and employees, but the C.A.R. is a large system in itself and there should be plenty of work to necessitate the retention of the present staff"

"Will you retrack or double track the road?"

"We are going to lay eighty-pound rails. The present weight I think is about seventy-two pounds, but we have found the former much easier and cheaper to maintain."

Do you intend to put up locomotive works or car shops in Ottawa?"

"No, I don't believe in that; our experience teaches us that we can buy rolling stock, etc., cheaper than we can build it. Of course there will be repair shops.

THE TOURIST TRAFFIC

What are the prospects for tourist traffic under the new management?"

"There is not the slightest reason," said Dr. Webb, "why we should not work up a big tourist traffic over the line. We will provide passenger accommodation on our lake boats and by so doing ought to bring a lot of New England tourists up over the Canada Atlantic, through the Algonquin park to Depot Harbor and thence up the lakes by steamer to Chicago, Milwaukee and Duluth or vice versa. The Great Northern worked up a great tourist traffic through Buffalo in that way."

IMPORTANT FOR OTTAWA.

"The removal of our sixteen boats from the Ogdensburg line and the handling of all our grain through Ottawa will mean very much for Ottawa," said Dr. Webb, with emphasis.

"What price has been paid for the road?"

"It would hardly be fair to Mr. Booth to state that?"

"What of the bond issue?"

"I cannot speak of that either; you know it is a matter that doesn't concern the general public. What they want to know is whether or not the road is sold and if so what are the

plans of the nyc. What we propose to devote ourselves to at first is the improvement of the physical state of the road."

"Have you bought out the Booth interests in toto?"

"Mr. Booth's interest absolutely ceases unless he chooses to take some stock under the new management."

"When does the transfer take effect?"

"As soon as possible," replied Dr. Webb. "but probably it won't be till spring because the books will all have to be gone over, examined and checked and other work attended to."

NOT AFTER O. & N. Y.

"Are you going to acquire the Ottawa. & New York or the Beemer' system?" was asked.

"No," was the reply. "Last spring Mr Collowoy and myself went over the Ottawa and New York and thoroughly examined it. reporting back to the interests in New York. We then

decided that if there was any road in Canada which we wanted it was the Canada Atlantic. I had an idea that it could be bought and went to work at the proposition. Negotiations have been in progress for about six months and as soon as I learned that the line could be acquired I placed the financing in the hands of Mr. Arthur L. Meyer, of the St. Lawrence and Adirondack system. In reference to Ottawa, Northern and Western railway it has been mentioned but not considered by us."

ELEVATOR AT SOREL

"Our south shore interests propose to build a big elevator at Sorel, but will let the one at Coteau remain as it is."

"What are your connections with the Grand Trunk?"

"I will certainly advocate no change in the present arrangement whereby we run over the G.T.R. from Coteau to Montreal.. Mr. Hays is one of my warmest friends and I have no doubt that we can settle the matter most satisfactorily."

"Will the name of the road be changed?"

"Oh no," said the doctor. "The C.A. It has got a good name and I don't see that anything is to be gained by changing it."

"You may also state that we propose to spend a large sum in fixing up the road and erecting steel bridges and trestles."

Dr. Webb this afternoon called on Sir Wilfrid Laurier and afterwards saw Mr. Booth and Mr. E. J. Chamberlin again. He intends to leave by his special train tonight for New York

and states that he will return next week to go over the road and fully inspect it.

*29/01/1902 Ottawa Citizen Canada Atlantic*

Railway Deal Consummated

All but Paying Over the Cash

Vanderbilts have it

Canada Atlantic officials Partially Admit Sale, but Everyone Else Admits It

Dr. Webb, accompanied by Mrs. Webb, and his daughter, left for New York shortly before midnight on their special train made up of elaborate parlour cars and sleepers.

When entraining Dr. Webb was told of the somewhat qualified denial of Canada Atlantic officials of the announcement of the sale of the road,

"I can only say," said Dr. Webb, "that everything I told you this morning and which has been published today in the papers is absolutely correct in every detail. If anyone wishes to make statements to the contrary he can do so, I have nothing to add to what I have already said and very fully explained respecting the purchase of the road. The announcement is accurate in every detail."

"Is the acquisition of the C.A.R. the initial move in the establishment of a transcontinental system?" was asked.

"Not at all," said the doctor; "that report is too foolish to be considered for a minute. There's nothing in it."

With a cordial good night the doctor signaled the engineer to go ahead, boarded his private car and the special sped down the line at the rate of sixty miles an hour,

TODAY'S TALK

The acquisition of the Canada Atlantic railway by a syndicate controlling the New York Central system is accepted as an assured fact even though denials, carefully guarded and qualified, are still forthcoming from leading men on the Canada Atlantic railway, who allege that the deal is not complete. Dr. Webb says that all that remains to be done is to pay over the cash and this, of consummated.

"The road is theirs," said one of the C.A.R. managers in conversation with a shareholder of the road this morning. "when they come up with the dough." This statement is practically a confirmation of that made by Dr. Webb to the effect that all remaining to be done is to hand over the purchase money. When it is known that not an ordinary syndicate but one representing the Vanderbilt millions is behind the scheme there can be no room for doubt as to the financial end of the proposition. It must be remembered that a great effort was made to keep the matter quiet and even when it was given out on Wall street officials of the road at first denied vigorously that any negotiations had been considered.

There can be little doubt that the entry here of a great railroad system handling through Ottawa the grain of the Canadian and American west will be a distinct advantage to the city. Moreover the New York Central system is second to none in its up-to-date character and the passenger traffic which it proposes to inaugurate, the equipment with which it will stock the road and the general outlay to be made will make the line one of the finest in the country. Ottawa citizens generally consider that the city will benefit by the change and the plans of Dr. Webb are heartily concurred in. His statement of yesterday morning that the road has been purchased and his reiteration thereof last night are accepted as definite and final, and developments will be watched with the keenest interest.

One thing in connection with the purchase of the road which should be attended to is the matter of a subway at Bank street. The traffic is now so large as to necessitate the almost constant use of the gates thus interfering with the streetcar service. With the increased grain carrying trade the difficulty will be more pronounced than ever unless it is overcome in the manner suggested.

There is considerable speculation as to the amount to be paid for the road. Mr. Booth has stated that the figure is private and Dr. Webb adds that in deference to that gentleman he does not consider it wise to divulge the secret. A figure of about ten million dollars is mentioned as being for consideration. For several months officials and others of the New York Central have been going over the line and conducting a careful inspection of it.

MR. JACKSON BOOTH

Mr. C.J. Booth, president of the C.A.R. in discussing the situation this morning said he was not prepared to admit that the line had been sold. Mr. Booth's statements were rather guarded. "It's all a question of money," he said, "when we are paid our figure the road will be sold, but up to the present the sale has not been effected."

On Monday night Mr. J.R. Booth in declining to talk on the matter referred newspaper men to Dr. Webb, who, he said, was the one to speak. The doctor's subsequent announcement of the purchase of the road is therefore accurate beyond a doubt.

*29/01/1902 Ottawa Citizen Canada Atlantic*

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## Railway Officials' Admission

Respecting the acquisition of the Canada Atlantic railway by the syndicate representing Dr. W. Seward Webb, a statement was given out today at the C.A.R. head offices.

"We placed a price on the road" it was announced, "and Dr. Webb has been given a specific time to raise and pay over the money. Of course this has not been done so far and in the meantime it cannot be said that the line has changed hands. Dr. Webb, however, usually carries through any deal that he starts out on." This statement coming from an authoritative source may be taken as confirmation that the road has been sold. It is now admitted by the C.A.R. officials that the price has been set and all that remains to be done is the payment of the money. This is the same thing that Dr. Webb said on Tuesday. "But one thing remains" he said, "and that is to pay the cash and there will be no difficulty about that."

When the Vanderbilt millions are interested in the project the financial end of it will furnish no difficulty. Chauncey Depew and Sam Callaway, it is announced from New York sources, are associated with Dr. Webb in the negotiations.

30/01/1902 *The Record, Chesterville* *Canada Atlantic*

Ottawa Jan 27. Dr. Seward Webb, Vice President of the Vanderbilt system of railways, arrived in the city this morning in his private car. In the morning he paid his respects to the Governor-General in Rideau Hall. This afternoon he had a conference, first with Mr. J.R. Booth, President of the Canada Atlantic railway and afterwards with Mr. E.J. Chamberlain, Manager of the line. Subsequently Dr. Webb admitted that the St. Lawrence and Atlantic Railway, virtually an adjunct of the New York Central Railway - had practically acquired control of the Canada Atlantic and that only a few details remained to be completed, which he hoped could be put through tomorrow.

More detail, stock control etc.

31/01/1902 *Ottawa Citizen* *Chalk River* *Renfrew*

## C.P.R. Collision

Isaac Van Allen of Carleton Place Killed and Two Men Injured Near Renfrew

Isaac Van Allen, of Carleton Place, brakeman on the C.P.R. was killed last night about two miles west of Renfrew, through a freight running into a disabled engine and car. He was in the caboose of the train that was ahead. It is supposed that the cold weather caused the accident, steam forming in such quantities that the lights of the caboose could not be seen by the engineer of the freight. Two other trainmen escaped death by crawling through the cupola of the van. They were somewhat injured but not seriously.

31/01/1902 *Ottawa Citizen* *Canada Atlantic*

Sir Thomas Shaunessy, president of the C.P.R. in an interview yesterday.

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said it did not make any difference to the C.P.R. who owned the Canada Atlantic. He had noticed Dr. Webb's statement that the road would now be an ally of the C.P.R. and said he supposed that would be true to a certain extent so far as some of the lines are concerned,

31/01/1902 *Renfrew Mercury* *Kingston (CP)*

There have been rumours recently, apparently with some foundation, that the C.P.R. will, in the course of a few months re-organize the K. & P.R., and put on a fine service between Renfrew and Kingston, directing a large American summer travel from the Soo line to the lake at Kingston. While Renfrew will gladly welcome anything of this kind that the goals provide, yet the absorption of this road by the big system will no doubt have its disappointments. While the wealth and power of the larger company will permit it to expand the trade of the road in a way that the smaller and merely local company could not be expected to do, still, there will be felt by many of the patrons of the direct line between Kingston and Renfrew a loss of that personal friendliness which has always existed between the managers of the Kingston & Pembroke Railway and its customers along the whole length of the line. It will soon be part of a huge machine, which in the nature of things has little flexibility about it. The management in the past has kept in close touch with the people and has been very approachable and very accommodating. The coming development may have its advantages; but it is doubtful if this sympathetic feeling will not quickly pass from view.

31/01/1902 *Eastern Ontario Review* *Canada Atlantic*

## C.A.R. Sold

The news has been given out that the Canada Atlantic Railway has been sold out in its entirety to the New York Central Railroad Company. The N.Y.C. is controlled by the Vanderbilts and the C.A.R. will now have the Vanderbilt millions behind it.

31/01/1902 *Ottawa Citizen* *Ottawa Terminal*

It was rumored today that the C.P.R. will this next summer build its line across the city in order that trains coming in on the main line may connect with the short line at Deep Cut and run down over it to Montreal. Several options on the property which it would be necessary to acquire have been secured.

01/02/1902 *Ottawa Citizen* *Ottawa Electric* *Ottawa Car*

An order for ten cars for the new electric railway in Sydney has been placed with the Ottawa Car Company.

01/02/1902 *Ottawa Citizen* *Montreal and Ottawa*

## The crossing dispute

Argument was heard yesterday in the Court of Appeal

Toronto Jan 30. The case of the Montreal and Ottawa Railway company vs. Ottawa, involving a crossing on the Richmond road, over which there was such an exciting time between the city police and the railway authorities, was up for argument today in the court of appeals. Argument was still in progress when the court adjourned and will be concluded tomorrow. Mr. Veity represented the city and Mr. Nesbitt and Mr. Curir the railway company.

07/02/1902 *Huntsville Forester* *Canada Atlantic*

A BIG R.R. DEAL: NEW YORK CENTRAL MANAGEMENT HAS ACQUIRED THE CAR AND MAY CONSTRUCT A TRANS-CONTINENTAL LINE: - Special Ottawa dispatch. All that remains to be done in the purchase of the Canada Atlantic Railway by the New York Central interests is the paying over of the cash, said Dr. Webb this morning.

He went to Mr. Booth to-day and settled the minor details. The exact price has not yet been made known.

The New York Central, the Rutland, and the Canada Atlantic will be practically one road. A fleet of eight vessels now plying between Ogdensburg and Chicago will be taken off, and in future will ply between Duluth, Chicago, and Depot Harbor. The rolling stock of the CAR will be increased by 1,000 boxcars and a number of locomotives, heavier rails will also be laid, and a new grain elevator, with a capacity of 2,500,000 bushels, will be built at Depot Harbor.

Elevators will also be built at Quebec and Sorel. The new company will not seek an independent entrance to Montreal so long as the present arrangement exists with the Grand Trunk. Dr. Webb states that the relations between himself and Manager Hays of the GTR are most friendly and he does not see any necessity for a special entrance from Coteau Junction.

The purchase of the Canada Atlantic system by the New York Central and Rutland systems will mean a great deal to Western Canada. From what can be learned today, the Canada Atlantic may become the basis of a second transcontinental line, in opposition to the Canadian Pacific. One of the leading officials of the CAR pointed out to-day that the line will in all probability be extended from Parry Sound to Sudbury, the charter for which is now held by Messrs.

Mackenzie & Mann.

**07/02/1902 Ottawa Citizen Canada Atlantic**

The Canada Atlantic railway has either been sold and the cash paid over or it has not been sold. In either case somebody is going to look very foolish when the limelight of publicity is ultimately turned on the facts.

**07/02/1902 Eastern Ontario Review L'Orignal**

The G.N.R.

The Great Northern Railway will soon have an entrance into Montreal, notwithstanding the drawbacks attendant upon the beginning of operations of a new line of railway.

**08/02/1902 Ottawa Citizen Canada Atlantic**

Fifteen Hundred Freight Cars are to be Built for the Canada Atlantic At Shops in Ottawa

One Thousand Men will be Employed and Sale of Road will not Affect It.

Estimates have been called for by the C.A.R. on lumber, iron fittings and other materials entering into the construction of boxcars. If satisfactory negotiations can be made for the purchase of the above, work will be started in the spring at the car shops at Ottawa East. The growth of the grain, lumber and general freight traffic has made a large addition to the rolling stock of the road necessary. It is the intention if the preliminary arrangements carry to place a large staff of men at work in both shops, and operate the plants to their fullest capacity. Over 1,500 box cars are provided for in the estimates. The building of these cars will be a great boon to Ottawa as the car shops when working full time furnish employment for 1,000 men. The daily output ranges from five to ten cars, so that the contemplated contract would keep the shops busy seven or eight months at the least. The only difficulty standing in the way is the scarcity of fixtures and railroad iron in the States. In the last number of a reliable railroad journal it was stated that 143,000 cars are now in course of construction in the different shops. There is quite as brisk a demand proportionately for passenger coaches and locomotives so that some difficulty may be encountered in securing for the Ottawa shops the necessary material to go ahead with the building of the cars. A gentleman well versed in railway matters said last evening: The change in the management of the C.A.R. will not affect the car-building proposition. The cars must be built and they can be turned out in Ottawa in as short order as in the American shops, which are moreover rushed with orders."

**08/02/1902 Ottawa Citizen Canada Atlantic**

Schroeder Verdict

Death was accidental, but adequate protection was not accorded.

The coroner's jury empaneled by Dr. Baptis to enquire into the cause of death of Otto Schroeder, which occurred while working on the C.A.R. on a train at Ottawa East, Thursday afternoon, brought in the following verdict. We, the jurors find that Otto Schroeder came to his death by accidentally falling from a snow train at Ottawa East on the 6th day of February, 1902. Orders appear to be given but not strictly enforced, consequently often disregarded. And in this particular case it is found to be so. We don't consider that there was adequate accommodation for safety provided and that there should be a remedy provided in this respect by the railway company.

The circumstances connected with the young man's unfortunate death as brought out by the evidence last evening are briefly as follows:

Otto Schroeder was one of a number of men employed by the C.A.R. in loading and unloading snow from a train of flat cars in the railway yard at Ottawa East. Shortly after 2 o'clock on Thursday a train of thirteen cars loaded with snow was being backed down to the dump where it was to be unloaded. Schroeder was standing on the foremost end of the last car of the train, the engine being at the other train-end and pushing it along. Just as the engineer who was in charge got the signal to stop at the required place young Schroeder fell over the end of the car upon which he was standing and one pair of trucks apparently passed over the body killing him. One person, F. Boecker who was close by the deceased on the car saw him actually fall over. He claims that Schroeder was standing on the moving car with his face towards the engine and that a slight jolt caused by the slowing up of the train caused him to lose his balance and topple over the end of the car. Witness said that he tried to catch the falling man, but was unsuccessful.

Apparently Schroeder disregarded instructions given the men each time the train started off with a load, viz., that four men should occupy one car and that they were to sit down on the snow towards the center of the car to prevent just such an accident as happened Thursday. According to nearly all witnesses these orders were issued by Foreman James Logan, who has had 18 years' experience in the yards and was in charge of the men on this occasion. Boecker in his evidence submitted the peculiar statement that on the first trip out that afternoon the dead man had warned him to be careful so that he might not fall off.

The trucks at one end of the car had evidently passed over the body as several witnesses testified that they felt the car strike something and rise up. Schroeder was pulled from under the car by Paul Rousseau, of 380 Gladstone avenue, a fellow employe. There was still life in he body though Schroeder could not speak. Other employes testified that the snow was piled on the car about three feet high at the summit and sloping down to the floor of the car at both sides and ends. Mr. Donaldson, superintendent of the C.A.R. systems, said that the floor of one of these cars was about nine feet wide.

Engineer Maurice Weston gave evidence to the effect that the train had never moved at a speed greater than six miles per hour during the work and being fitted with the latest interlocking coupling appliances could make scarcely any jolt or jerk when stopping, and that on this time it had been stopped in the usual manner. He denied that the train had been stopped and then started up again at the time Schroeder is said to have fallen off.

J. Leveiller, of lower town, who was a workman on the train, when asked by the coroner if anything unusual had happened on the date in question, replied: "No, only just that a man was killed."

The other witnesses were James Logan, foreman; William Carroll, brakeman; Fred Hyde, conductor; W.M. Cooper, fireman; Chas. Romhild, Harry Nicholson, W.R. Kenney and W. Broker.

The C.A.R. was represented by Lawyer Rethune and Mr. Morley Donaldson, superintendent. The jury was out about an hour and a half. It was composed of the following: Alex Keith Freman, F.A. Bowen, F.J. Campeau, A. Desjardins, F.A.L. Ellacott, D.C. Ferguson, B.J. Grace, C.H. Jones, D.O. Lapointe, J.B. Lyon, H. Milburne, Chas. G.R. Matheson, John Mahoney and Jonathon White.

**08/02/1902 Ottawa Journal Ottawa City Passenger**

Article "In the days of the old horse car service". Shows a wood cut of the photo of the horse bus taken on Sparks Street.

The picture was taken March 10, 1892, the last year the horse cars ran, or rather walked, as was the case in the background of the picture is the old W.W. Brown block, afterwards burned and replaced by the handsome brick block occupied by T. Burns, C. Thorburn, A. McMillan and the Zlater Shoe store. As the data shows, the picture was taken in spring when the snow was covered with dirt and the street was full of prevailing ruts.

Much of the story is missing.

Has a list of the present conductors and motormen. Reminiscences etc.

**09/02/1902 Ottawa Journal Prescott Chaudiere**

City Clerk John Henderson, has today received the following letter from Messrs. Scott, Scott and Curle acting for the Canadian Pacific Railway Company. The letter is a claim for \$200. This is for the cost of the bridge across the aqueduct which the mayor ordered to be torn down on the ground that the railway company erected it without the proper authority.

The letter is as follows:-

We are instructed by the Canadian Pacific Railway Company to claim from the City of Ottawa the sum of \$200.00 being the cost of a wooden footbridge erected over the waterworks aqueduct which has recently been demolished by the city officials on instructions, we understand, from His Worship the Mayor. This bridge was constructed with the consent of the City of Ottawa and as the council are doubtless aware, the city had no legal right to destroy it.

"We trust that this amount will be paid forthwith so that legal proceedings to collect same will be unnecessary".

**10/02/1902 Ottawa Citizen Canada Atlantic**

Sale of Canada Atlantic to the NYC progressing.

**10/02/1902**     *Ottawa Citizen*                     *Canada Atlantic*

Dr. Seward Webb and the party of railway magnates and financiers who have accompanied him on an inspection of the Canada Atlantic Railway, left for New York by their special train this afternoon.

"You have got it all in the newspaper this morning and there is nothing further that I can say; what has been published is all right," said Dr. Webb to a Citizen reporter before entraining. He would not state when the purchase money would be paid over.

The party this morning had a conference with Messrs. J.R. and C.J. Booth and afterwards they took a special and ran up to the Canada Atlantic car shops, which were closely inspected. More.

Purchase finally and absolutely concluded.

**17/02/1902**     *Ottawa Citizen*                     *Ottawa Electric*

Car No. 22 on the St. Patrick's street line, became disabled by the breaking of an axle on Creighton street near St. Patrick's bridge last evening. Traffic was blocked for some time. The disabled car had to be hauled to the end of the line and replaced by another. Motorman Cyr and Conductor J. Liberty were in charge of car No. 22.

**21/02/1902**     *Eastern Ontario Review*     *L'Original*

G.N.R, is sold

Purchase of Canadian railways by American capitalists still continues. It is now announced that the Great Northern railway which runs from Hawkesbury, Ont., to Quebec has been secured by the St. Lawrence and Adirondack system as part of the deal whereby the Canada Atlantic and Parry Sound system goes into the hands of Dr. Seward Webb and his associates.

This will give them an independent route to Quebec and assure them an Atlantic seaport without encountering the opposition of the Canadian pacific or grand Trunk systems at Montreal.

**21/02/1902**     *Eastern Ontario Review*     *Montreal and Ottawa*                     *Vankleek Hill*

Strange Ideas

The C.P.R. authorities still persist in carrying out the most ridiculous arrangements of trains that can well be imagined. The crossing of two trains out in the country and compelling passengers to wait at the depot is about as senseless a thing as could well be thought of. Surely someone can convince the authorities of the C.P.R. that nobody is served by the trains crossing at Stardale instead of at Vankleek Hill, and that all of the passengers are inconvenienced.

**25/02/1902**     *Ottawa Citizen*                     *Renfrew*                                     *Chaudiere Junction*

The dense fog was responsible for a collision this morning about 9 o'clock on the C.A.R. tracks at Chaudiere junction. An engine of an incoming train struck the rear of a freight train, the cars of which were loaded with logs. Three of these cars were thrown off the track and the logs scattered about. This was the extent of the damage, the engine that struck the cars not being injured. The engineer could not see the train ahead on account of the mist.

**27/02/1902**     *Ottawa Citizen*                     *New York Central*                     *Tupper Lake*

Two engines and several freight cars left the track of the Ottawa & New York railway near Tupper Lake last night. One engine and three cars, according to the report, were damaged. No one was hurt. The train was a double header.

**28/02/1902**     *Renfrew Mercury*                     *Chalk River*                             *Almonte*

Almonte Gazette. A rotary snowplow passed through Almonte on Tuesday morning. It was put into use to clear the huge banks of snow from the C.P.R. track in the cuts west of Pakenham. The accumulation of snow at these points has been very annoying to the company of late, and gangs of men have been almost constantly employed keeping the line cleared. The method adopted for clearing the line was rather a novel one. A locomotive hauled a platform car on which was a device like a scraper, the wings of which caught the snow within the cuts and drew it in towards the centre of the track, instead of casting it out as does a snowplow. After this had been done the rotary plow was put to work, and, gathering the snow into its revolving flanges, cast it many yards distant from the track. In this way the cuts were soon cleared out, while otherwise hundreds of men would not have been able to do the work had they worked weeks at it.

**28/02/1902**     *Renfrew Mercury*                     *Chalk River*                             *Cobden water*

Cobden Sun. Some weeks ago the C.P.R. put a gang of men at work digging a well immediately north of the tank on the west side of the yard here. They sank the shaft about twenty feet and then abandoned their job. So great is the need of a greater water supply here that another gang of ten laborers went to work on Friday afternoon last with instructions to sink the shaft an additional eighteen feet. Whether or not a well of the dimensions of the one at present being dug will supply water in sufficient quantities to meet the demand cannot yet be stated, but the well will serve a good purpose if it will supply engines during the winter. The scarcity of water here is a distinct loss of money for the company. Nearly every day trains are stalled on the siding while the engines run to Renfrew to get water and return. A few days ago no less than five engineers found themselves in this predicament and had to run to Renfrew while their trains remained in the yard here. Had they been able to get water here the probability is that the trains would have reached Ottawa at the time they were prepared to pull out of Cobden.

**01/03/1902**     *Ottawa Citizen*                     *Hull Electric*

Owing to repairs at Deschenes Power House, the Aylmer passenger services of the Hull Electric Co. will be operated by steam train on Sunday and possibly Monday 2nd and 3rd March. Car will leave Dufferin Bridge Terminal at 9:15, 10:45 a.m.; 12:15, 1:45, 3:15, 4:46, 6:15, 7:45, 9:15 and 10:45 p.m. Leave Aylmer at 8:30, 10:00, 11:30 a.m.; 1:00, 2:30, 4:00, 5:30, 7:00, 8:30 and 10:00 p.m.

Electric lighting service will not be interfered with.

**01/03/1902**     *Ottawa Journal*                     *Hull Electric*

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Electric lighting services will not be interfered with.

**11/03/1902**     *New York Times*                     *Ottawa, Northern and Western*

NEW VANDERBILT RAILROADS.; Option Secured on the Ottawa, Northern and Western Line Into Canadian Capital.

MONTREAL, Quebec, March 10 -- The Vanderbilt railway interests of the United States, who, through Dr. Seward Webb, are credited with having purchased the Canada Atlantic Railway system, have also secured an option on the Ottawa, Northern and Western Railway, and the Inter-Provincial Bridge, which spans the Ottawa River at the federal capital, and gives entrance to the new central station in that city. The purchase, it is said, will be concluded immediately after the Canada Atlantic sale is consummated.

It is only a few months since the Interprovincial Bridge Company, the Pontiac and Pacific Junction Railway, the Gatineau Valley, and the Hull Electric Railway were all amalgamated under the title of the Ottawa, Northern and Western Railway. The purchase of these various lines by the new company was to have been concluded within twelve months of the date of amalgamation, but the option has now been handed over to Dr. Seward Webb for the Vanderbilt system. The Inter-Provincial Bridge gives the Canada Atlantic system immediate connection with the north shore of the Ottawa and the junction of the Gatineau Valley and Pontiac and Pacific Junction roads.

The Pontiac and Pacific Junction Railway, besides its line already constructed, possesses a charter for the construction of a line to Sault Ste. Marie, which would establish direct communication between Mr. Clergue's works at that point and Boston and New York with a slight advantage in mileage, the Gatineau Company possessing a charter to construct northerly to James Bay.

*12/03/1902 Ottawa Citizen Belleville Perth*

Although it has been announced that the local C.P.R. car shops will be moved to Montreal there will be considerable work there for some time as the C.P.R. has just completed the annual order for rolling stock, the most of which will be manufactured at Perth. Of freight cars there will be manufactured in Perth: 719 40-ton flat cars, 300 40-ton coarcars, 55 standard vans, 50 30-ton refrigerator cars, 270 stock cars and 1,350 40-ton box cars.

*13/03/1902 Ottawa Journal Ottawa Electric*

New Street Car Signals.

Young Men Have New Way of Stopping Trains.

The old lady who waves her hand at an approaching car when it is a block away, the young woman who stands on the sidewalk holding her skirts and signalling the conductor with her parasol after the car has moved on, the man who runs for the car, the small boy who whistles when he does not want a tram, must all take a back seat when the young man with a bugle comes along. That's the latest street car signal. Last night a conductor on a car near the Protestant Hospital was about to give the signal to "go ahead", when out of the gloom came the clear tones of a bugle. Several times it was blown and the conductor waited. A minute elapsed and two young men with bugles came running out of the darkness and boarded the car. The conductor gave the signal to "go ahead," and the newest method of signalling Ottawa street cars had been successfully inaugurated. But the most dangerous habit is said to be the habit some women passengers have when riding on the open cars in summer. They poke the motormen in the back with the sharp end of their parasols.

*14/03/1902 Ottawa Journal Maniwaki*

Pitched into the Gatineau.

Peculiar accident on the ON&Wry.

Freight car leaves the track and falls 25 feet into the river. No one hurt.

Last night, when No. 1 train of the Ottawa, Northern and Western Railway going north from Ottawa reached Lorn, a Grand Trunk car in the middle of the train broke loose and dropped over an embankment of 25 feet into the Gatineau River. This is the statement given out by Superintendent P.W. Resseman this morning. He says that so far as he can learn the cause of the accident was due to a defect in the truck of the car.

A lucky escape.

The peculiar feature of the accident to Mr. Resseman, is that none of the other cars was derailed. In the car directly behind the one which left the track, there was about eighty shantymen on their way to Messrs. Gilmour and Hughson's shanties. Not one of them was hurt although they were well shaken up. The train was recoupled and proceeded with very little delay leaving the car behind. The car which jumped the track was loaded with general merchandise, including about 40 barrels of sugar.

Mr. Resseman will leave for the scene of the accident at one o'clock today to superintend the removal of the car from the river bed.

*14/03/1902 Eastern Ontario Review Vankleek*

The Old, Old Story

Passenger traffic on the line of the C.A. Ry. From Hawkesbury to Glen Robertson is getting completely demoralized. Just think of a passenger train leaving Glen Robertson at 10 a.m., and reaching Hawkesbury at 2 p.m., 4 hours to run a distance of 20 miles, and this a train which is carrying His Majesty's mail and should be run on time. Fancy two or three cars full of passengers being left on the track near Dalkeith, while the engine takes half of the train to the (Vankleek) Hill station and returns for the other half, owing to its inability to draw the whole train. Why does not the company run its passenger and mail train on time and then attend to its freight and shunting, thereby delivering the mail on time and not put its passengers to ridiculous delay. We have heard of several complaints of this kind lately, and it is to be hoped that the company will soon remedy this evil - L'original Advocate.

Also run in the 21 March Edition.

*14/03/1902 Renfrew Mercury Toronto, Lindsay and Pembroke Pembroke*

Account of a meeting of the council of Pembroke Board of Trade with regard to the Toronto, Lindsay and Pembroke railway. Pembroke Standard.

*19/03/1902 Ottawa Journal Montreal and Ottawa Ottawa East*

Good Ticket Wrong Train

An Ottawa lady who says she bought a Canada Atlantic Railway ticket for Montreal and who then boarded a Canadian Pacific railway train at the Central station and was put off in a steep embankment in Ottawa east is suing the Canadian Pacific Railway for \$1,000 damages. The lady is Miss Olivine Schinck and Mr. J.R. Osborne, barrister, represents her.

Miss Schinck alleges that she bought a Canada Atlantic railway ticket to Montreal on December 14th, 1901, and boarded a Canadian Pacific train, but when the train was passing through Ottawa East and was on top of the steep embankment the conductor discovered that the lady's ticket was only good for the Canada Atlantic. The train, she says, was slowed up, but not stopped, and Miss Schinck, bag and baggage, was thrown off into the snow on the side of the embankment. Her trunk slid like a toboggan, to the bottom of the embankment and banged up against a fence. Miss Schinck says she was injured. Two men who were passing saw the woman's plight and carried her trunk to the roadway. Miss Schinck was driven to her home and was sick in bed for several weeks after the incident.

It is alleged that there is not sufficient direction at the Central Station to prevent passengers from taking the wrong trains.

The men who saw the lady put off the train and carried her trunk will be summoned as witnesses.

*20/03/1902 The Equity, Shawville Renfrew Douglas*

The C.A.R. station at Douglas, Ont., was destroyed by fire Monday evening. The agent, Mr. Boyd, sustained a heavy loss, all of his household effects, which included a new plane, being burned. The goods in the freight shed were saved. The fire started from the flue.

*20/03/1902 The Equity, Shawville Pontiac & Pacific Junction*

On and after Thursday March 16th (sic) freight train service on the Pontiac Pacific Junction Railway will be discontinued. A mixed freight and passenger service will leave Waltham, Que., daily at 7.00 a.m. and Ottawa, Ont., at 3.30 p.m.

P.W. Resseman.

*21/03/1902 Renfrew Mercury Belleville Perth*

All the cars, both flat and box, now turned out at the C.P.R. car shops here have a net capacity of 80,000 lbs. each or 40 tons. These are very different from the cars of not many years ago when ten and fifteen tons was the average capacity.

The new C.P.R. carshops at Montreal will number eighteen brick buildings but the officials have informed the Montreal papers that the shops at Perth, under the new plan, will be used for repairs. This means that the shops will not be removed from here, but only the character of the work changed. -- At present the shops at Perth were never so busy before, and they employ a much larger force of hands than at any time previous.

*21/03/1902 Renfrew Mercury Eganville Eganville*

Roadmaster Jelly, of the C.P.R., was in Eganville one day last week and gave out the information that during the coming summer all trestles along the Renfrew and Eganville branch would be filled in.

A hot night fire in Canada Atlantic yards

Car repair shops and 3 Passenger Cars Destroyed in an hour.

Loss about \$45,000. Blaze drew big crowd

The old repair shops of the Canada Atlantic Railway company which have stood as a landmark at the Elgin Street crossing for the past 15 years were completely destroyed by fire last night between 10 and 11 o'clock. The building covered an area of 10,000 square feet and including the cars inside, undergoing repairs, and those outside which were destroyed, the loss will be in the vicinity of \$45,000, which is covered by policies in The Home Fire Insurance Company of New York. The fire, while it lasted was a hot one and caused a vivid reflection which drew a very large crowd of people. It was confined to the one building, however but necessitated the utmost vigilance on the part of the firemen to keep it from spreading.

When first seen.

The fire was first noticed about 9.45 by James Meyers, a car inspector employed in the yard. It was then only a small blaze in the north east corner of the shop next to Elgin Street and was in an office used by the superintendent of repairing.

Meyer at once rang the alarm, box 134, at the corner of Catherine and Elgin, but before the brigade got there the shop which was all dry wood with considerable oil about was almost totally enveloped in flames. Chief Provost said last night that the building was ablaze from one end to the other when he got there. He put on all the hoses available from the uptown portion of the brigade, but as the fire looked like spreading to adjacent buildings, dwellings across the street and the water pressure low, he sent in a second alarm about 10 o'clock. The lower town brigade soon got to work. Soon after this engine commenced to play the fire was under control, but the shops were destroyed, also two first class coaches valued at about \$7,500 each, one baggage car worth \$7,000, freight cars, and a wrecking train standing on the siding alongside the shops badly damaged. There was also a snowplow burned to ruins. This was worth about \$500. The cars were saved by being shunted across to the west side of Elgin Street. In the shops there was a large quantity of paint oil, glass and vanish. There was also several bottles of benzine in the rear of the shops. These exploded early in the fire and lent much greater volume to the flame.

Mr. C. J. Booth on hand.

Mr. C. Jackson Booth, president of the Canada Atlantic Railway company, was on hand shortly after the first alarm was pulled. He was in his home on Elgin Street at the time, and knowing the box, he at once concluded something was wrong. When he got to the scene the fire had gained enough headway to ruin the building.

About \$45,000.

To a Journal reporter Mr. Booth said the loss would be between \$40,000 and \$45,000, which is covered by policies in the Home Fire Insurance Company of New York.

Mr. James Ogilvy, the mechanical superintendent of the road, estimated the loss at about the same rate as Mr. Booth. He, as well as Mr. Booth, said that they had no idea how the fire started. Both were early on the scene. Mr. E. J. Chamberlain, general manager of the road, and Mr. Morley Donaldson, superintendent, also among the spectators.

Several large freight engines was standing alongside the building, but were not damaged. These were worth about \$30,000 each.

Mr Booth said that the fire was well handled and kept well within bounds. It would have been, in his opinion, hard to save the building owing to the amount of oil and paint which was about the cars.

It was an ideal night for fighting a fire. The moon was shining brightly and the night perfectly calm.

The shops were some of the oldest in possession of the company. They were first constructed in connection with the old Canada Atlantic system when it was first started (sic). A few years ago there was an addition added which considerably enlarged the shops.

The brigade were again troubled with low pressure. The hydrant on Elgin Street to which the Victoria was attached had only 29 pounds pressure when opened.

The Lafrance down at the canal bank behind the shops did good work. She was fed from the canal.

The burning of the shops will temporarily throw some men out of work, but not for long, as they will be required in the new shops at Ottawa East.

There was no machinery in the shops, but some workman's tools were destroyed.

The old round house was destroyed by fire about three years ago. It stood adjacent to the building destroyed last night.

All that now remains of the original Canada Atlantic buildings is the old Station House on the west side of Elgin Street.

Fireman William McKay of No. 2 station met with a nasty accident. He was pulling down a piece of the wall when some more fell on him, throwing the man to the ground. His head struck on the car track rendering him unconscious. He was picked up and taken to his home. The side of McKay's face was badly cut and bruised.

The actual building was valued at about \$2,000. It was built completely of wood.

A valuable parlour car was removed from the shops yesterday at noon. It was worth over \$9,000.

The fire started about 9.45, by 11 the shops were in ruins and the fire almost out. It simply burned to a finish. All that remains is a few pieces of charred wood.



Hot Night fire in Canada Atlantic yards (includes a sketch)

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Meyer at once rang the alarm box 134, at the corner of Catherine and Elgin but before the brigade got there the shop which was all dry wood with considerable oil about was almost totally enveloped in flames. Chief Provost said last night that the building was ablaze from end to end when he got there. He put on all the hose available from the upper town portion of the brigade, but as the fire looked like spreading to adjacent buildings, dwellings across the street, and the water pressure was low, he sent in a second alarm about ten o'clock. The lower town brigade soon arrived and got to work. Soon after this engine commenced to play the fire was under control, but the shops were destroyed, also two first-class coaches valued at about \$7,500 each, one baggage car worth \$7,000 and five freight cars and a wrecking train standing on the siding alongside the shops badly damaged. There was also a snowplow burned to ruins. This was worth about \$500. The cars were saved by being shunted across to the west side of Elgin Street. In the shops was a large quantity of paint, oil, glass and varnish. There was also several barrels of benzene stored in the rear of the shops. These exploded early in the fire and lent much volume to the flame.

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Mr. C. Jackson Booth, president of the Canada Atlantic Railway Company, was on hand shortly after the first alarm was pulled. He was in his home on Elgin Street at the time and knowing the box he at once concluded something was wrong. When he got to the scene the fire had gained enough headway to ruin the building. The firemen were working hard, but he had not sent in the second alarm. They did so shortly after Mr. Booth arrived.

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Several large freight engines were standing along side the building, but were not damaged. Those were worth about \$30,000 each.

Mr. Booth said that the fire was well handled and kept well within bounds. It would have been, in his opinion, hard to save the building owing to the amount of oil and paint which was about the cars. The gearings of the cars are full of oil and this lent an intensity to the fire.

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The fire started about 9.45, by 11 o'clock, the shops were in ruins and the fire almost out. It simply burned to a finish. All that remains is a few pieces of charred wood.

The wooden car repair shops of the Canada Atlantic Railway, situated east of Elgin street at the terminus of Catharine street were destroyed by fire last night about 10 o'clock. The building, which was one of the first erected when the C.A.R. was established here about 15 years ago, with more recent extensions, covered an area of about 10,000 square feet. It was totally destroyed along with six cars which it contained. These were two passenger coaches values at \$4,000 each; a combination passenger and baggage coach, valued at \$2,000; two freight cars, valued at \$400 each, and a wrecking car valued at \$400. Besides these there was a considerable quantity of paints and oils, repair materials for coaches and workmen's tools, which with the building will make the total loss amount to between \$15,000 and \$20,000. The destruction of this establishment will result in the temporary laying off from work of about 15 to 20 men. The loss is covered by policies in the Home Insurance company of New York.

The fire was first noticed by James Meyers about 9.40 o'clock. He is an employe of the C.A.R. and saw the flames bursting from the western end of what is known as the check office. He pulled an alarm from box 134, corner of Catharine and Elgin streets. When Chief Provost with the first section of the brigade arrived the fire had extended to the center of the shed and was roaring out through the roof. The chief pulled the second alarm which brought the whole brigade including the Lafrance and Waterous engines. The latter was stationed on Elgin street and the hose lines 8 and 9 were attached to it, producing two splendid streams. This pump was considerably longer in getting to work than the other.

Low Pressure

Hose lines 3 and 4 were attached to it. Then there were four other streams from adjacent hydrants but the pressure was very poor. On the hydrant on Elgin street to which the Waterous was attached there was only 29 pounds pressure.

There was quite a number of freight cars in the building besides those destroyed but these were pulled out into the yard by a shunter. They were blazing on top but streams were turned on and this rolling stock was saved. The fire was out by about 11 o'clock. At one time the flames caught in a high coal shed adjacent to the destroyed structure but Chief Provost had stream no. 6 removed to another hydrant and turned on this threatening fire. About 10.30 the flames reached a barrel of benzine at the eastern end of the building and there was quite an explosion which scattered burning debris for some distance.

Fireman William McKay of No. 2 hook and ladder truck was engaged in tearing down part of a wall when a section of it fell on him, throwing him violently against a rail. He was rendered unconscious and was carried across the street to a railway office. After regaining consciousness he was sent home.

The burning oil and light woodwork caused a big reflection which attracted an immense crowd from all over the city, in fact the largest that has been at a fire for some time.

Only yesterday at noon, a parlour car, valued at \$8,000 was removed from the building. Engine 692 stood close outside the destroyed structure but was undamaged. It is valued at about \$25,000. Considerable stock was saved, including paints and oils. Messrs. C.J. Booth, J.W. Smith, M. Donaldson and Ogilvie of the C.A.R. were at the scene of the fire.

The building which was of wood and practically saturated with oil. Was burned to the ground and will likely not be erected again. The repairing will be done in other shops west of Elgin street.

29/03/1902 *Ottawa Citizen**Canada Atlantic*

Mr. J.R. Booth was asked yesterday as to the accuracy of Mr. Arthur L. Meyer's statement that the Canada Atlantic Railway had been purchased but the new owners had till June 1st to take over the titles. "There is very little change in the situation" said Mr. Booth, "they have paid us some money on the road, but it is not a very great sum and it is true that the syndicate have until June 1st to take over the titles but this has not yet been done."

01/04/1902 *Ottawa Journal**Ottawa Electric*

Streetcar overturned.

And six people were seriously injured.

Nasty accident on the Hintonburg line at Preston Street yesterday afternoon.

Probably the most peculiar accident that has ever happened on the Ottawa Electric Railway since its establishment occurred last night about five o'clock when a car going down Somerset Street hill ran off the track near Preston Street and turned completely over on its side, smashing the glass and side of the car to splinters, and severely injuring the occupants. The passengers, four in number, were Mrs. and Miss. Wilson of Kemptville, Mr. Fred Robson of Britannia and Mr. Wm. Hanright of the Department of Agriculture who was returning to his home in Hintonburg. The car was in charge of Conductor A. Gemmell and Motorman R. McCrea and was running at a high rate of speed. When about half way down the hill between Rochester and Preston Streets, it left the track and continued on its course for about 25 yards when it turned over on one side with a crash. The motorman was sent flying through the window, and the passengers sent flying about inside in a manner that they do not wish to experience again. Mrs. Wilson was pinned down in such a way that planks had to be secured and the car raised in order to free her. She suffered a severe nervous shock and a bad shaking up. Her daughter was also badly bruised and received a flesh wound on the arm. Mr. Robson was thrown about so badly that he had one rib broken and his side injured. Mr. W. Hanright was badly bruised on the back and hip, but was able to go home on the next car. Motorman Rod McRea was badly cut with the broken glass and received a general shaking up.

Various theories are advanced for the cause of the run off. A new sewer grating has been placed between the tracks about half way down the hill and from the appearance of this grate it is thought that the wheel must have struck it as the grate bears a deep bint. This seems the most acceptable theory as to the cause of the car leaving the track.

More.

04/04/1902 *Eastern Ontario Review**Canada Atlantic*

Great Northern

Mr. Arthur L. Meyer, the millionaire banker, of New York was in town on Sunday. He came via C.P.R. and was met here by the C.A.R. and taken to Hawkesbury and then over the G.N. to Quebec. Mr. Meyer is connected with the Webb syndicate in the purchase of the Canada Atlantic, and reaffirmed that the transfer of the road had taken place, and that a large sum of money had been paid. They will wait until June 1st to take over the title.

The same company is negotiating for the purchase of the Great Northern.

10/04/1902 *Ottawa Journal**Ottawa, Northern and Western*

The Canadian Pacific Railway is officially expected to take over the Ottawa, Northern and Western Railway by July 1, but before that time the new owners will have spent a large sum in putting the Pontiac and Gatineau Railways into first class condition. That is what well informed railway men say and they expect to see the CPR rush the construction of bridges over the Ottawa between Waltham and Chalk river. A large sum of money will be spent along the Pontiac Railway on heavier rails and a general improvement of the roadbed.

How the trains will run here.

Expected changes in new time bill.

"Soo" and "Imperial Limited" will enter and leave the Central Station.

When the "Imperial Limited" the Canadian Pacific Railway Company's fast transcontinental train, is on its ninety-seven hour journey from Montreal to Victoria it will come from the metropolis to Ottawa via the short line and on over the Alexandra bridge to Hull and the west. A new time bill is being prepared by the Canadian Pacific and it will provide for the running of the Winnipeg and "Soo" trains over the short line and part of the Beemer system of railways. The new bill will be issued within a short time and is expected to contain many changes of interest and importance to the Ottawa and Gatineau Valleys.

Some of the changes expected were outlined to the Journal by a local railway official. The trains from Montreal for Winnipeg and the west will no longer come to Ottawa by the North Shore railway to the Union Station but will use the short line and Central Station and will go out over the Alexandra bridge to Hull and into Ottawa again over the bridges above the Chaudiere Falls and on to Carleton Place and the west. The "Soo" train will follow the same route. Coming to Ottawa from the west these trains will follow the same route.

The Central station will then be a much livelier place than it has ever been. The Toronto train will probably leave and arrive at the Union station as usual.

A better service will be given on the Pontiac and Gatineau Railways and efforts will be made to boom business on the Hull-Aylmer Electric Railway and with the advertising which the C.P.R. can give Aylmer and Lake Deschenes, plenty of traffic is expected.

Meanwhile work will be rushed on the Pontiac Railway extension from Waltham to Chalk River with a view to having the Pontiac Railway ready for business next winter.

When the Pontiac is extended to Chalk River other changes to the train service will be made. Pembroke and all intermediate stations will be given a local service to and from Ottawa.

The principal effect of the changes will be to make the Central station better deserve its name. Almost all the important trains entering and leaving the city will use the Central station.

14/04/1902 *Ottawa Journal**Canada Atlantic*

Canada Atlantic Sale

More Money will have to be paid over.

More. Dr. Webb in town.

14/04/1902 *Ottawa Journal**Ottawa, Northern and Western*

Papers ready in O&NW sale.

Meeting of CPR directors called.

Montreal April 14th. A meeting of the CPR directors has been called for this afternoon to settle the matter of the projected purchase of the Ottawa, Northern and Western Railway. It is said the papers are ready and only need the signature of the president and secretary to complete the deal.

15/04/1902 *Ottawa Journal**Montreal and Ottawa*

CPR considering double tracking the short line.

16/04/1902 *Ottawa Journal**Chalk River*

CPR is considering a short cut between Britannia and Arnprior.

16/04/1902 *Ottawa Citizen**Hull Electric**Rideau Canal locks*

Guard Rails are Lacking.

On the Pontiac Railway Embankment.

And Hull Aylmer Cars only use one track between Alexandra and Dufferin Bridges.

The track which runs nearest the edge of the steep embankment between Dufferin Bridge and Alexandra Bridge and which was used for some time by the Hull-Aylmer electric cars has not been used by those cars for some weeks, and the reason is said to be that there are no guard rails or timbers between the outer rail and the edge of the precipice. Should a car jump the outer track, in the direction of the river, there is no guard rail or timbers to keep it from going over to the rocks or river below, and to prevent all danger from such a calamity the motormen have been instructed to use the middle tracks. Practically the electric cars are only using one track between Ottawa and Alexandra Bridge. Should a car jump the inside track it would have to go over two rails before it could reach the edge of the embankment, and it is considered extremely unlikely that any accident could occur.

The matter has been brought to the attention of Mayor Cook and he has asked City Engineer Kerr to report on it at once.

18/04/1902 *Eastern Ontario Review**Montreal and Ottawa*

C.P.R. Short Line

The Canadian Pacific railway short line between Ottawa and Montreal may be double tracked within a year to enable the company to handle the traffic which is expected to tax the accommodation of the railway in that section. That is what an official says, and he added that he had reason to believe that the company will begin the work this year on the double tracking of the short line by extending many of the present sidings and ultimately joining all of these extensions, and thus having a double track between Ottawa and Montreal.

When the next time bill is issued by the Canadian Pacific it will provide for the running of the "Soo" and Imperial Limited trains over the short line between Ottawa and Montreal instead of using the North Shores railway as at present. Other changes will be made and a big increase in the traffic over the line is expected.

18/04/1902 *Renfrew Mercury**Belleville**Perth*

From the Perth Courier - about 220 hands are at present employed in the car shops here, which are busy on the biggest order of cattle cars since the energetic master-builder, Mr. H. Weston, took charge here. There are also orders ahead for box, refrigerator and flat cars of a good type.

25/04/1902 *Brockville Recorder**Westport*

In the Divisional Court, Osgoode Hall, Toronto, on Friday: Knickerbocker Trust Co of New York vs Brockville, Westport and Sault Ste Marie R.W. Co. Judgement (L) on appeal by Hervey, a creditor, from order of Ferguson, J. affirming order of Master at Brockville. Held, that the appeal should be allowed and the matter referred back to the Master to take the accounts and make the inquiries directed by the judgment, the 11th paragraph of which is certainly wide enough to cover the claims of the persons who are creditors in respect of the bonds of the railway company, as well as those of persons who have merely advanced money upon its bonds as pledges of them. The enquiry thus directed is necessary in order that the position of the company may be ascertained. Its position is not ascertained merely by stating that bonds are outstanding to a fixed amount, unless that amount correctly represents the amounts for which the bonds are held. It was stated at bar, and not disputed, that the bonds have been issued to parties as security for debts less than the face value of the bonds so issued, but the Master has refused to take evidence of the true amount of the debt, and in so doing has erred. And the fact that further directions are reserved is no reason not doing so. W.E. Raney and J.A. Hutcheson (Brockville) for Hervey. J.H. Moss for plaintiffs (Knickerbocker)

**25/04/1902 Renfrew Mercury Eganville Eganville**

From the Star Enterprise. An unsuccessful attempt was made last night to rob the safe at the C.P.R. freight station, which is at the west end of town. An entrance was effected by one of the windows, after the would be burglars failed to force the door. Once inside they proceeded to operate upon the safe. The combination handle was broken off as well as the door handle, and a good chisel was used upon the hinges. These were cut but the door was securely locked and failed to open. No doubt these thieves in the night felt considerably chagrined when, after smashing the hinges and handles, they could not reach the contents of the safe. The burglars also smashed a drawer, which they no doubt thought might contain money or valuables. The station hammer, as well as two iron teeth taken off a seeded in the freight shed, were used. A hurried exit must have been made for a lamp was left burning as found this morning. The evidence of the burglars' visit, and the manner in which they bungled their work go to show that they were amateurs at safe opening. The safe remains locked as the combination handle was broken.

**25/04/1902 Renfrew Mercury New York Central Finch**

Because an Ottawa and New York railway train did not stop at Finch station, near Ottawa, long enough for Principal John Keith, of the Ottawa Business College, to alight, he received a fracture of the leg and a shock to the nervous system for which a jury gave him \$1,000 in his suit for \$10,000. The railway company have now filed an appeal to the court of appeal, contending that the injuries were due to his own negligence. Cornwall Freeholder.

**01/05/1902 Ottawa Journal Ottawa, Northern and Western**

Sale of ON&W is complete.

Canadian Pacific now owns all stock.

Meeting being held this afternoon to appoint new board of directors.

Montreal May 1. It is officially stated that the Canadian Pacific has today secured all the stock of the Ottawa, Northern and Western Railway. A meeting will be held in the office of Hanson Bothers at four o'clock this afternoon to appoint the new board. It is understood that the newly-acquired lines will be run under the same plan as the Kingston and Pembroke Road, recently acquired by the CPR and that Mr. C.W. Spencer will be appointed president and general manager.

**01/05/1902 The Record, Chesterville New York Central**

The Grand Trunk is again said to be looking for an entrance into Ottawa. It is alleged that the company is now considering the advisability of buying or leasing the New York and Ottawa line. The Grand Trunk do not desire to purchase the entire line, but only that portion in Canada from Cornwall to Ottawa. The New York and Ottawa, however, it is stated are desirous of dispensing of the whole system and do not consider favourably any proposition to sell a portion of the road. The Cornwall and Ottawa section of the line is the best paying part of the road, it is claimed, and were only the section in Canada sold the section in the States would suffer.

However, now that the negotiations with a company in the States have ceased, it is claimed that the New York and Ottawa would consider favorably a proposition to purchase or lease the Canadian end of the road. These are the two lines which it is said the Grand Trunk are trying to purchase. Failing in obtaining one of these lines the Grand Trunk will assume control of the proposed new line from Brockville to Ottawa, and either build the road itself or lease it as soon as it is built.

**01/05/1902 The Equity, Shawville Pontiac & Pacific Junction**

C.P.R. now owns the Beemer system. Article.

**02/05/1902 Eastern Ontario Review New York Central**

It is reported that the G.T.R. will enter Ottawa from Cornwall by purchasing the O. & N.Y. Railway

**09/05/1902 Eastern Ontario Review Montreal and Ottawa**

Early Morning Train

The C.P.R. has put on an early morning train. A train now starts for Montreal from Plantagenet every morning about 7 o'clock and passes here at 7.45. There is also a late train out of Montreal leaving at 6.15 and reaching Vankleek Hill at 8.00. This gives a good long day in Montreal and is a great convenience for the residents of the towns and villages between Plantagenet and Montreal.

**14/05/1902 Ottawa Journal Pontiac & Pacific Junction**

To Improve Rolling Stock

Result of Inspection of PPJ Railway

The roadbed will be filled up and trains run more frequently

Yesterday the Pontiac Pacific Junction Railway was inspected by a deputation composed of Messrs. C.R. Usher, general passenger agent of the CPR; C.E. Spencer, superintendent; H.B. Spencer, local superintendent; J.B. Elliott, general master mechanic; D.E. McPherson, chief engineer; P.W. Resseman, general superintendent of the Ottawa, Northern and Western Railway and the Pontiac Pacific; Guy C. Dunn and J.R. Brennan. The same deputation went over the Gatineau route on Monday. As a result, work will be commenced at once to put the roadbed in better shape, to install a new timetable and to put on improved rolling stock.

The management are determined to give their patrons the best of accommodation and as many trains as necessary will be put into commission. The new table will go into effect on May 21st.

Pending the inauguration of the new schedule there will be a special train run on Saturday on the Gatineau route leaving Ottawa at 1.30 p.m. and on Sunday leaving at 9.50 a.m.

**16/05/1902 The Record, Chesterville Winchester Smiths Falls**

The crook that broke into Smiths Falls station Thursday afternoon certainly did not lack for nerve. In broad daylight, between the hours of 4 and 5 in the afternoon, the screen before the ticket window was pried off. This gave entrance to the till from which \$45 in change and bills was removed. A passenger seated in the ladies waiting room close by, heard the robber at work, but supposing him to be a workman, paid no attention. The slick visitor timed his visit well as there was a lull in business following the departure of the trains for Ottawa and Montreal. Nevertheless employees and others were passing to and fro in full view of the ticket window in the general waiting room where the crook secured entrance to the cash box. He left an old pocket knife behind him, and it was with this instrument he evidently did his work. The affair is being investigated.

**16/05/1902 The Record, Chesterville New York Central Finch**

A large number from Finch took advantage of the O&NY excursion to Cornwall on Thursday evening and heard Hon. G.W. Ross speak in the interests of the Reform candidate, W.J. McCard.

**21/05/1902 Ottawa Journal Pontiac & Pacific Junction**

CPR officials make second inspection of ON&W and PPJ.

Mr. C.W. Spencer, Mr. D. McNicholl, Mr. H.B. Spencer of the CPR took a run over the line of the Ottawa Northern and Western for the purpose of ascertaining where improvements are required in the road bed. It is the intention of the company to improve this road in such a way that they will be able to render a service second to none. Mr. Spencer as general manager of this line is anxious that the people coming and going from Ottawa should have as good a service as it is possible to give. In connection with the northern extension of the PP&J Railway to connect with the western section of the CPR, Mr. Spencer said that the exact route had not yet been decided upon but would be at an early date. The changes in the staff at Ottawa have not been decided on as yet.

21/05/1902 *Ottawa Journal*

*Ottawa, Northern and Western*

New timetables on the Pontiac Pacific Junction and the Ottawa Northern and Western Railways will go into effect on Friday May 23. The new coaches will arrive within ten days and will be put into use at once.

On the Pontiac a passenger train will leave Ottawa at 5.10 p.m. daily except Sunday and a mixed train at 6.45 a.m. on Monday, Wednesday and Friday.

Returning the passenger train will reach Ottawa at 9.25 a.m. and the mixed at 4.45 p.m. Special Sunday trains will be run occasionally during the summer.

On the Gatineau line a passenger train leaves the city at 5.05 p.m. daily except Sunday and a mixed train at 7.45 a.m. except on Saturday and Sunday. On Saturday a train will leave at 1.30 p.m. and on Sunday at 9.30 a.m. The passenger train returns at 8.25 a.m. except on Sundays and the mixed train at 6 p.m., the Saturday train at 8 p.m. and the Sunday train at 6.45 p.m. The trains are scheduled to make from 10 to 20 minutes faster time.

22/05/1902 *The Equity, Shawville*

*Pontiac & Pacific Junction*

Account of a C.P.R. inspection trip over the line.

--One immediate result of the inspection, however, will be the inauguration of a decidedly improved service. This, it is announced, will come into force of Wednesday of this week, when a regular first class passenger and express service will take the place of the present mixed train, which of late has been very unsatisfactory. --

23/05/1902 *Ottawa Journal*

*Hull Electric*

It was stated around town to day that the CPR had taken over the Hull and Aylmer Electric Railway and that they would operate it in future or else turn it over to the Ottawa Electric Railway, who are, it is understood, anxious to acquire it.

Mr. C.W. Spencer, general superintendent of the CPR, was asked this yesterday about the story and his reply was that it was not correct. He did not however make a positive denial.

The Journal has reason to believe that interesting developments will take place within the next couple of weeks.

23/05/1902 *Ottawa Journal*

*Ottawa, Northern and Western*

Advertisement shows ON&W trains leaving Union Depot.

23/05/1902 *Ottawa Journal*

*Ottawa, Northern and Western*

Say they had to withdraw

CP claim they were ousted from Central Station. CAR Says no.

The new timetables on the Ottawa, Northern and Western and Pontiac, Pacific Junction railways went into effect today. The first trains left and arrived at union station promptly on time. The summer rates also went into effect. These re the same as last year, but Mr. Resseman, generl superintendent, says that there will probably be a reduction.

The management of these lines claim that when their lease with the Canada Atlantic Railway for the use of the Central station expired on March 13th that Mr. Chamberlain of the Canada Atlantic Railway gave notice that they would be unable to give the accommodation any longer. If the CPR had not taken over the lines it was contemplated to interview the government regarding erecting a separate station under wherethe steps lead to the Central station and to erect freight sheds at St. Patrick Street.

Not in the city

Mr. Chamberlain is not in the city today, but another official of te Canada Atlantic Railway says that the reason the stations are changed is that the trains can be handled much cheper at the Union station. He also stated that the CPR had withdrawn of their own accord owing to the rate of rental.

The removal of these trains from the Central depot has created a great deal of dissatisfaction among the patrons of the ON&W who live up the Gatineau in the summer. If, as is stated, the CAR has ordered the trains withdrawn, there will undoubtedly be a fight before the railway committee of the Privy Council, as there is an existing agreement between the CAR and the government that they shall allow a limited number of trains per day to arrive and depart from the Central depot. If, on the other hand, however, it is owing to the rental expenses, it is probable that the CPR intend withdrawing the Gatineau trains in favour of the four transcontinental trains which pass through the city daily. This would enable them to make considerable time running through Hull and over the short line to Montreal. In the meantime, the summer residents of the Gatineau ave become very indignant and will, as a result circulate a petition asking that the service of last year to the Central depot be restored.

24/05/1902 *Ottawa Journal*

*Ottawa Terminal*

Editorial. CAR has no rights to reject CPR. No Central station although city funded. No trains running over the Interprovincial bridge.

27/05/1902 *Ottawa Journal*

*New York Central*

*Crysler*

Fifty People in Peril

Passenger cars on O&NY left the track

Ran 150 yards and stuck on the edge of an embankment. Had it gone over many injuries might have resulted.

Two coaches on the Ottawa and New York Railway jumped the track yesterday morning and resulted in blocking traffic for the day. The passenger train left here at 7.40 a.m. and when within a mile and a half of Chrysler station, the two coaches immediately following the engine and baggage car, left the rails and went about 150 yards before being stopped. The track for the whole distance was torn up and practically every tie made into kindling. When the car stopped the wheels were hidden in the mud and the cars were at such an angle that it seemed but little force would be required to send them tumbling over the embankment. There were about fifty pasengers in the cars and though they had an unpleasant experience for a few seconds they fortunately escaped uninjured. They, however, got a bad fright and shaking up. Had the car rolled down the embankment there would probably be a different story.

The wrecking crew from Santa Clara were soon on the scene but it was not until 5 o'clock that the cars were removed and the track relaid ready for traffic. The train due at Ottawa 10.50 a.m. reached the city at 6 p.m.

The damage to the cars was slight.

29/05/1902 *The Equity, Shawville*

*Pontiac & Pacific Junction*

Much satisfaction is expressed at the improved railway service inaugurated by the C.P.R. on the Pontiac railway on Friday last. The express train, which commenced on the above date, leaves here at 7.30 in the morning, now reaches Ottawa at 9.15; returning it leaves Ottawa at about 5 p.m. and arrives here at 7. The only thing which appears wrong about the whole thing is that since the change our trains run to the Union Depot at the Chaudiere, instead of the Central Depot at the Canal.

A number of C.P.R. officials took a run over the railway's new property, the Pontiac Pacific line last week. Among them was Mr. C.W. Spencer. The Shawville Equity says:-

From what we can learn the special made the run to Waltham at the rate of 40 miles an hour, and the section bosses were instructed to inspect the track immediately afterwards, to ascertain what effect this unusually fast rate of speed would have thereon. The result of this examination, we are told, was eminently satisfactory, and the C.P.R. officials expressed themselves as well pleased with the condition in which they found the road. Mr. C.W. Spencer, it seems, has never been over the road, and was much surprised as well as delighted at the appearance of the country along the route.

On the return trip the train pulled up at Shawville for a short time, during which the officials took a run through the village, under the escort of the station agent, Mr. W.B. Crawford, and were favourably struck with the thrifty business-like appearance.

Touching the extension of the road westward and the construction of the branch from Shawville to Pembroke, for which Mr. Beemer procured a charter two years ago, Mr. Spencer said he was not in a position to volunteer any important information. "Don't ask me about that," said he, "for thirty days yet," but sufficient was gathered to form an impression that the branch would be constructed by way of "Split Rock," at or near Cobden, and that the main line would continue to be operated, and subsequently extended to Chalk River.

One immediate result of the inspection, however, will be the inauguration of a decidedly improved service. The road bed and track is to be improved, and the rolling stock increased with up-to-date equipment.

It is expected that a staff of engineers will shortly be sent on to make surveys with the object of determining the location of the branch line and also to improve the grades on the line. Mr. Spencer, in this connection, stated the line which is to form part of the great transcontinental system will not in any event have grades heavier than 35 feet to the mile, from which it is reasonable to infer that great changes indeed would be necessary to adapt the present location of the Pontiac railway to the purpose for which a route through the county is sought - namely, the shortening and improvement of the main line.

The St. Anthony Lumber Company are building a railway from Whitney to Big Opeongo lake, a distance of fifteen miles. The work is in the hands of Thomas McLaughlin, contractor of Ottawa.

Sir Thomas Shaughnessy's way was blocked.

Stopped by Mr. Booth.

He wanted to go over new bridge

But connection had been broken and his car could not be transferred. Appeal to Railway Committee.

Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, left Montreal on Saturday morning with the intention of running over the entire route to be taken through Ottawa by the Imperial Limited, the fast transcontinental C.P.R. train, when the new time table comes into effect on June 16th, but came to a standstill and had to go back around by Chaudiere Junction because the C.A.R. had blocked the way over the Interprovincial Bridge from the Central depot. Here is exactly what occurred, and as a result of which the C.P.R. has appealed to the Railway Committee of the Privy Council to establish their right to use the Central depot.

On Friday afternoon, Mr. Resseman, superintendent of the Ottawa, Northern and Western branch of the C.P.R. says he notified Mr. E.J. Chamberlin, that he wanted to transfer a special car from the Central depot to the O.N. & W. over the Interprovincial Bridge and that the special car was Sir Thomas Shaughnessy's. On Friday night the C.A.R. put a gang of men to work under electric light and tore up the crossover connecting the O.N. & W. tracks with the C.A.R. tracks alongside the platform at the Central depot and on Saturday morning placed standard stop blocks under the Sappers' bridge, thus completely blocking the way for traffic from the Central depot over the Interprovincial bridge and entirely preventing any chance of cars being transferred.

The Blockade Works.

On Saturday at noon when Engineer McFall of the O.N. & W. came over the bridge to the Central depot with his engine to take the C.P.R. President around through Hull to the Union depot, where he was to catch the Winnipeg train going west, he found the stop-block in his way and all he could do was to back his engine up to the stop block and await further orders. He waited there until 12.40 when he was told to go back to Union depot round house and put away his engine. It was Sir Thomas Shaughnessy who gave him the signal to go.

President Arrives.

At 12.30 Sir Thomas Shaughnessy along with Superintendent C.W. Spencer arrived at the Central depot over the short line from Montreal and were met by Superintendents H.B. Spencer and P.W. Resseman. "Have you your engine ready to take this special car around to the Union depot?" was the first question C.W. Spencer asked Mr. Resseman. "I have," responded the Superintendent, "but the C.A.R. has torn up the crossover and put a standard block at the bridge, and there are those passenger cars on that track, so we cannot cross over except on the other side of Maria street bridge, and when we do cross over to the siding those cars and the block are in our way."

Sir Thomas looked at C.W. Spencer, pulled on his cigar and characteristically pulled his grey hat down on one side of his head. "Eh h'm," he said, "let us take a look at this thing anyway." He walked up within a hundred yards of the block, surveyed the situation at a glance, noticed where the crossover had, a few hours before, been torn up and smiled. "Well, I guess we won't be going over the bridge today by this route, will we?" said he, and he turned about to go back to his car. Just then a Journal reporter who had been taking in the proceedings stepped up and asked the C.P.R. president what action he proposed taking.

"Well," replied Sir Thomas, in a kindly way, "we will have to see if we cannot establish our right to use this station and in the meantime we will have to do without it. I am very much surprised at the Canada Atlantic taking such action and I do not think that in so doing they have shown any great knowledge of their business. This is not the way to go about a matter of this kind."

"Will you appeal to the Railway Committee?" was asked Sir Thomas.

"Yes, we will have to do so. We want to run our Imperial Limited train through here and we will have to establish our right to use the station before we do it," he replied, and he stepped aboard his car.

Shortly afterwards he came out again and with Mr. Spencer, went over the track, through under the bridges, and looked over the whole ground, apparently laying out what he intended should be done for the accommodation of the trains and the public as soon as the right to use the station was secured. Afterwards he went to the Rideau Club and later, at 1.30 he caught the Winnipeg train going west and went out to meet Chief Engineer McHenry, who is on his way east to take up a new job with the C.P.R.

Must see Fair Play

The situation has now become such that the city will have to take a hand in and see that the C.P.R. gets fair play in the use of the Central depot. The appeal of the C.P.R. for the right to use the depot has been placed before the railway committee of the Privy Council and will perhaps be heard on Friday next, when there is to be a meeting.

What the C.P.R. wants to do is this: They propose to use the Central depot for passenger traffic only, and they want to use it for six trains a day. They propose to have the Imperial Limited run through Ottawa via the short line over the Interprovincial bridge, through Hull, around to the Union station and west. The Soo train will also pass through the same way, as well as the daily passenger train between Montreal and Ottawa. This will give Ottawa every accommodation in the line of trains, as these through trains will be stopped at three different points, namely Central depot, Hull and Union station. Passengers going through may get off at the Central depot, do any purchasing they wish, and catch their train by street car again at the Union depot. There will be about 15 or 30 minutes - perhaps more - time lost by the company in making these stops, as they have to change engines at Union depot for the west. The time table for this system of service was to have gone into force on June 15th, but now it may be delayed.

The Sticking Point

The whole sticking point seems to be in the fact that owing to the C.P.R. having acquired the O.N. and W., the C.A.R. people no longer recognize the right of that company to use the Central depot terminal facilities, and as the O.N. and W. trains have been withdrawn they claim that they have simply restored their tracks at the Central depot to the same condition in which they were before there was any connection with that railway.

Mr. Chamberlin Speaks.

On Saturday Mr. E.J. Chamberlin stated to a Journal man that his company had been notified of the withdrawal of the Gatineau trains and that they had simply restored the tracks to their original condition. When asked what the object of shutting off the Inteprovincial bridge was, Mr. Chamberlin smiled and replied that he did not know that his company had anything to do with the bridge.

"Do you intend to allow the C.P.R. to use the depot for the transcontinental trains?" he was asked.

"That is another matter," he replied, "and will be settled when the time comes."

Mr. Chamberlin also stated that had he known Sir Thomas Shaughnessy was coming through he might have accommodated him and removed the block. Sir Thomas had never been over the Interprovincial bridge since its completion.

Reason for Withdrawal

The officials of the C.P.R. state that they withdrew the Gatineau trains from the Central depot because they were notified that the C.A.R. would not handle their freight any longer, and as their trains were mixed owing to the fact that the traffic on the road was not sufficient to warrant the use of special passenger trains, they felt compelled to withdraw the trains and accommodation from the Central depot, but they proposed to use the depot for through passenger trains and thus benefit the city and public as they could. The C.P.R. men say that their object is to give the public the very best service they can, and every accommodation possible, and they also claim that it pays a great deal better to do this. What benefits the country and the people, they claim, benefits them.

City council meeting. Central Depot must be open to all railways entering city.

Fire did considerable damage to the street railway company's buildings in King Street east this morning. The firemen kept the blaze from the sheds in which the cars were, and confined it to the brick building in the workshop, in which it originated. Some implements and other things were stored above and were badly damaged, the whole building being gutted. The loss will be about \$10,000.

CANADA ATLANTIC NOT SOLD: - An Ottawa despatch to the Forester says: - The negotiations for the purchase of the Canada Atlantic Railway by Dr. Seward Webb have practically come to nothing. This was the day upon which the option expired, and Mr. J. R. Booth stated this afternoon that to all intents and purposes the deal is off. 'I have heard nothing from Dr. Webb or those connected with him directly, and I would assume that if they intended to carry out the bargain involving such a large amount they would have communicated with me before this; however, they have a few hours yet.'

'Do you intend to extend the option?' was asked.

'No, I won't do that' replied Mr. Booth, 'for the reason that the financial standing of the parties on the other side is not the same now as when the option was taken.'

Mr. Regensberger, solicitor for Mr. Arthur A. Meyer of New York, was in the city today and saw Mr. Booth. The original option was given to Mr. Meyer and subsequently transferred to Dr. Webb. Mr. Regensberger still continues to act for Mr. Meyer, but Mr. Booth says he does not know the latter gentleman in the transaction. The conference between them this morning was very brief, and nothing was done. Mackenzie & Mann were in conference with Mr. Booth on Saturday, but the latter denies that any negotiations with Mackenzie & Mann are afoot.

Mr. Booth agrees to use of Central Depot.

C.P.R. may pass through.

Long fight before Railway Committee

Companies will have to arrange the Terms themselves. If they don't Mr. Blair says he will know how to act.

Before the Railway Committee of the Privy Council this morning Mr. J.R. Booth consented to allow the C.P.R. trains to run through the Central station yard pending some definite agreement as to terms between the two companies.

Application for privileges at the Central Station was made by the C.P.R. and the question was warmly debated. Among those present were Messrs. Thos. Tait, C.W. Spencer, H.B. Spencer, with A.R. Creelman, K.C. as counsel for the C.P.R. P.W. Resseman and H.W. Maltby for the Gatineau and Pontiac lines; J.R. Booth, A.B. Aylsworth, K.C., F.H. Crysler, K.C., J. Christie, K.C. for the C.A.R., N.A. Belcourt for his constituency; Mayor Cook, City Solicitor McVeity; City Engineer Ker, Ald. Heaman, Rosenthal and Shouldis for the city.

The argument was based chiefly on the interpretation of the case as to the technical meaning of "as an approach thereto." The committee could not see any difference between coming in and backing out and coming in and going right through.

As to the extra facilities required or the inconvenience to be occasioned by the change the committee gave it plainly to be understood that dollars and cents would be required as compensation.

In summing up the arguments Mr. Blair said he sympathized with Mr. Booth. The proposed C.P.R. trains would interfere with the traffic on the C.A.R. but the committee would endeavour to make ample compensation in the terms so that as little damage as possible would be done. The C.A.R. is a small concern, the C.P.R. is a great big one. He thought the matter would be amicably settled and the parties should get together and arrange terms.

And build a fine station, suggested Mr. Tarte.

Continuing, Mr. Blair said the wheels couldn't be stopped, but if more tracks were needed, to put them down and let those who want it, pay for it.

The committee ordered that the two companies get together and arrange terms. "And if either shows a disposition not to, the committee will know how to act," said Mr. Blair.

An argument ensued as to present privileges, as the C.P.R. have prepared a timetable for transcontinental trains, to go into effect on the 15th. Mr. Booth finally agreed to allow the trains to go through without an order from the committee. It is expected terms will be arranged in about two months.

During the discussion the Canada Atlantic were criticized for tearing up the crossovers and putting down stop blocks, and the Canadian pacific for the precipitate action of arranging time-tables before the committee had given them the privilege asked.

Preparing the tracks.

Cross over being laid for CPR trains at Central Depot.

The Canada Atlantic Railway tracks will be in readiness for the CPR trains to pass through the Central Station on Sunday. This morning Engineer Mountain superintended the installing of a crossover switch from the track adjacent to the canal to the one nearer the station. There was previously two crossovers but one was not used. The stop block on the track near the station will not be removed. The switch has a longer lead than the older ones as the CPR trains are longer than the Gatineau trains.

The car shops are at present turning out about ten coal cars per day. This is severely taxing the capacity of the machine and blacksmithing shops, as these cars entail much more iron in proportion than do the ordinary box cars. --

The difficulty between the Canadian pacific Railway and Mr. J.R. Booth of the Canada Atlantic Railway regarding the use of the Central Station yards, Ottawa is settled temporarily. Before the Railway Committee of the Privy Council at Ottawa Monday. Mr. Booth consented to allow Canadian Pacific Railway trains to run through the Central Station yards pending a more definite agreement as to terms between the two companies,



First train pulls through.

Imperial Limited Passes Central Depot.

A large crowd attracted by the New Train Service Yesterday. Excellent Accommodation.

The Imperial Limited, the fastest train in the C.P.R. system, and also the fastest train in Canada, passed through the city by way of the Central depot yesterday afternoon and turned out to be a great attraction for the public who were wandering about the streets. This train, which is one of the finest in the country, in that its cars are lined with mahogany and beautifully fitted up, travels from Montreal to the pacific coast in ninety-seven hours and back in ninety-six. It will be continued from yesterday, June 15th, until October 10th, and will run three days per week. Ottawa is one of the centres of this train service, as the train going west crosses the one going east at the Union depot.

On board this, the first train to pass through the Central depot since the dispute between Mr. J.R. Booth and the C.P.R., which was heard before the railway committee, and which resulted in favour of the C.P.R. were Mr. H.B. Spencer, the genial and well known superintendent of this division; Mr. Geo. Ham, advertising manager; Mr. J.H. Morris, general baggage agent. There was also a corps of Montreal newspaper men, who had come up for the trip. (They included the Star, Gazette, Herald, Le Journal, Witness, La Presse, Montreal correspondent of the Globe)

At the depot.

At the Central Station to meet the train was assembled a large number of Ottawa citizens including Mayor Cook, W.A. Clark, manager for Dominion Express; Geo. F. Duncan, C.P.R. passenger agent; F.M. Spidal, superintendent, C.P.R., North Bay division, and a number of local newspapermen. Mrs. H.B. Spencer also met her husband at the Central depot and along with his father, Conductor Spencer, and his sister, Miss. Spencer, rode over the Interprovincial bridge and back on the east bound train.

The first transcontinental train passed through the Central depot yesterday at 12.40 but this was the regular train. The fast one pulled in at 3.10, stopped five minutes and passed on over the bridge through Hull and around to Union depot, where the engines and crew were changed for the west. This necessitated a delay of fifteen minutes.

A Fine Train

The Imperial Limited Train yesterday was made up of six cars, one dining car, the Sandringham, used for the Prince of Wales, one tourist and three first class sleepers. The sleepers have eight sections each, two large state rooms well equipped, lavatories and smoking compartments.

Everything that a traveller can have to make him comfortable is attended to and the officials are exceedingly accommodating and polite.

Through the inauguration of the new timetable Ottawa will get a daily service of twelve trains, which will run between Montreal and here at various intervals, which will catch the traveller.

16/06/1902 *Montreal Gazette**Ottawa Terminal*

Opens New Service

Imperial Limited Starts on Journey to Coast

Train to be Tri-weekly

Montreal to Vancouver in Ninety Seven Hours is Latest Schedule Adopted by Canadian Pacific

"The Imperial Limited" the twentieth century train of the Canadian Pacific Railway, began running yesterday. Ninety-seven hours from Montreal to Vancouver is the new time schedule of the "Imperial" which left Windsor Street station at 11.40 o'clock Sunday morning, and was soon speeding towards the Ottawa valley at a speed of fifty miles an hour. Great things have been claimed in advance for the new service, and skill, energy and expense were not spared to fulfil the expectations of the public. At the Windsor Street station, before its departure yesterday, the train commanded admiration of a larger gathering than usually congregates in the depot Sunday mornings.

The new train will be a tri-weekly, leaving Montreal Sunday, Wednesday and Friday, and, Vancouver Tuesday, Thursday and Saturday. It is run to supplement the daily transcontinental service. The train, which the gathering inspected yesterday, was probably the finest ever regular passenger train ever run out of the Windsor street depot, and amply justified the claim that the highest degree of comfort for the railway traveller would be provided. There were five cars, the two magnificent sleepers, "Fontenoy" and "Vincennes", the diner, "Sandringham", which was attached to the royal train on that historic trip across the continent last October, a tourist and a baggage car. Before its departure photographers of the company took views of the train, while along the route spectators with their cameras were also stationed.

At the invitation of Mr. George H. Ham, who promotes the publicity of Canada's great railway, a party of newspaper representatives rode as far as Ottawa, The entry into the capital was made over the picturesque short line route, the first time for a transcontinental train.

At the Central Station Mayor Cook and other prominent citizens boarded the train and made the trip across the Ottawa river on the Alexandria (sic) bridge, around Hull and across the river again, and into Union Station. By this route a saving of one hour is accomplished in the trip from Canada's commercial centre to its capital, the time being three hours instead of four as formerly.

According to her schedule the Imperial Limited will make the trip from Montreal to Winnipeg in forty-three hours, an average of nearly 34 miles an hour, including stops. This will nearly be maintained for the overland trip.

A sleeper from Toronto will join the train at North Bay, but the Imperial under no circumstances will exceed eight cars. The dining cars will be attached as far as Banff. For the rest of the journey the passengers will dine at the chalet hotels. The dining car equipment and service is a feature of the Imperial service. In appointment they rival the elegance and comfort of the sleeping cars. There is an excellent cuisine and a service more to be expected at a metropolitan hotel than on a railway train. Every day a new menu is provided.

The Imperial Limited connected with trains from Brockville and Kingston at Renfrew, from Toronto at North Bay, upper lake steamers at Fort William.

While three hours will be clipped off the previous schedule for the western trip of 2,006 miles, the run from Vancouver will be made in 96 hours, or one hour less than the trip from the east.

17/06/1902 *St. John Daily Sun**Hull Electric**Aylmer*

The Canadian Pacific Railway has acquired the electric road between Ottawa and Aylmer. The purchase price is said to be in the neighbourhood of three-quarters of a million.

20/06/1902 *Eastern Ontario Review**Canada Atlantic**Alexandria*

Owing to an accident at Alexandria Tuesday (17/6) the Montreal Exoress on the C.A.R. was over an hour late. A switch had been left open by mistake and when the train pulled into the station, going at the usual rate of speed, it ran from the main line to a siding, crashing into a number of freight cars there. The pilot of the engine was broken, the van at the rear of the freight cars smashed and some other damage done, but no one was injured. Another engine had to be secured to bring the train into Ottawa.

20/06/1902 *Eastern Ontario Review**Vankleek**Hawkesbury*

While pulling out from the lumbermills on Saturday afternoon a C.A.R. engine ran off the track at an open switch, and after bumping over the ties for about 20 yards it toppled over. Several cars were also off the track. The wrecking gang from Ottawa arrived about eight o'clock at night, and by noon on Sunday they had the wreck cleared up.

20/06/1902 *Eganville Leader**Eganville**Eganville*

We must direct the attention of our general officer to the growing practice amongst young boys who every evening play about the C.P.R. depot and when the whistle blows announcing the coming of the night train, rush down the track and climb upon the moving cars. An accident with fatal consequences is the substance of opinion by those who witness the pranks of these juveniles

A rather unusual incident is described by employees of the New York and Ottawa train which arrived in the city on Friday night. Three miles south of Bay Pond, J.D. Rockafellers game preserve, the engine struck and killed a deer. The death of the buck was noticed by the engineer, Mr. Ed Le Boeuf. Near this point the employees on the O&N train see deer almost every day. It is supposed that the deer was attracted by the headlight of the train in the same manner as it is attracted by the jacklight of the pot hunter. The carcass of the deer was examined the next day and was found to be that of a full grown buck in good condition weighing about 200 pounds.

Mr. C.W. Spencer was in town last week. He says that three surveying parties are out now to locate the shortest route to connect the new P. & P. Purchase with the main line. When they have reported a route will be chosen. He says it will be either at Cobden, Renfrew or Pembroke. - Central Canadian.

Advertisement.

Excursion to Ottawa.

Morrisburg Branch C.M.B.A.

Have arranged for a grand excursion by the GTR and O&NY Railroads

To Ottawa on Thursday July 10th'02

At the lowest rates ever offered

This will be the opportunity of a lifetime to visit the capital and Experimental farms and to view the Parliament Buildings. Everyone should make the 10th a holiday.

Tickets good to return on any regular train on 10th or 11th.

Train Leaves ---Fare

Cardinal 6.18 1.35

Iroquois 6.28 1.25

Morrisburg 6.41 1.20

Aultsville 6.53 1.15

Wales 7.07 1.15

Mille Roches 7.16 1.10

In the single court, Osgoode Hall, Toronto on Wednesday before Justice McMahon, Knickerbocker Trst Co of New York vs Brockville, Westport & Sault Ste Marie Ry co. Walter Barisch? K.C. for plaintiffs moved for judgment on further directions pursuant to the reports of the Master at Brockville of 18th February and 2nd June 1902 and fixing a time for redemption of the property in question by the encumbrances thereon as found by the report, and directing that in default of redemption there shall be a sale of the property, and giving directions as to the disposal of the proceeds of such sale, and for costs. C.A. Moss for defendants, W.E. Raney for creditors. Judgement for plaintiffs as prayed. A day two months hence fixed for redemption. Upon redemption property to be released. In default of redemption, property to be sold and proceeds to be applied first in payment of plaintiffs cost of action, second on payment of the costs of the other parties and the balance in payment of the claims as found by the Master.

Work is being pushed upon the new siding of the C.P.R. About twenty men are employed making the excavation, the clay from which is being conveyed to Snedden's. The siding, which at present terminates at the station, will be extended to Daniel street, and the switch for the new track will be placed somewhere near the present switch. --

Perth shops of CPR burned.

A serious fire early this morning.

Blacksmith and machine shops and office were totally destroyed. Watchman missing.

More.

The annual meeting of the shareholders of the Brockville Westport and Sault Ste Marie Railway Company, was held today. Shareholders present; The Investment Company of Philadelphia, W. H. Cole, proxy; Col. W. H. Cole, D. Derbyshire, G.H. Weatherhead, W. C. Fredenberg, R.C. Murphy, and R. Bowie.

The minutes of the previous meeting were read and approved. The receiver read his report of the receipts and expenditures for the year ending January 1, 1902, showing a steady increase over the earnings of the railway. On motion of Robert Bowie seconded by R.G. Murphy, the report was received and adopted

The chairman, W.H. Cole, vice-president appointed Messrs R. Bowie and W.C. Fredenberg scrutineers of the ballot. The ballot for the election of directors was opened at 12 o'clock and closed at 1 pm. The scrutineers reported that the following gentlemen had received a majority of the votes cast, namely: Evans R. Dick, Philadelphia; W.H. Cole, Brockville Ontario; Samuel Hunt, Detroit Mich.; R. Bowie, G.H. Weatherhead, D. Derbyshire, D.W. Downey, Brockville, Ontario; W.C. Fredenberg, Westport Ontario; R.G. Murphy, Elgin, Ontario; J. Andrews Jr., Philadelphia Penna.; E.A. Geiger, Brockville, Ontario; and the chairman declared them duly elected directors for the ensuing year.

It was moved by G.H Weatherhead, seconded by D. Derbyshire that the meeting adjourn until Wednesday September 3rd, 1902. Carried. E.A. Geiger, Secretary. July 8, 1902.

Tracks are in bad shape.

They say street railway is using many mile of 40 pound rails instead of 56 pound as required by law.

An inspection of the condition of the street railway tracks has been made by the City Engineer and the special committee composed of Ald. Champagne and Cunningham. A report has been prepared by city engineer Kerr which shows the road to be in bad shape.

Out of 14 miles of roadway, the rails on three miles are 40 pounds instead of 56 pounds. Except on Somerset Street and the permanent paved roadways the joints of the rails are in a bad state of disrepair.

Throughout the entire track the surface is irregular and in many places there are undesirable depressions in the rails. The rails are in many instances several inches higher than the road, for which the blame is partly due to the city and partly to the company.

The report contains no recommendations and it is probable the committee will now delve into the by-laws and charters to see what power the city has to bring the company to time.

More power for street railway.

Storage battery of 1000 h.p. purchased

The Ottawa Street Railway company are making preparations for the installation of a large storage battery adjacent to their present power house at the Chaudiere.

A new dam will be constructed to replace the present wooden one in front of the proposed building. The building will be brick 70 feet by 40 feet and the battery will have a capacity of 1000 horse power. Its office will be to regulate the current so as to make unnecessary the automatic regulator now in use with the water wheel. The storage battery will take charge of what is called the "peak" of the electric load and the stored up energy can be used in cases of exceptional demand for increased current.

The battery has been purchased from the Electric Storage Battery Co. of Philadelphia and cost \$75,000. It is expected to have it in operation in December.

10/07/1902

*The Record, Chesterville**Belleville**Perth*

The blacksmith shop, machine shop, oil house, main offices, four box cars, together with a large amount of valuable machinery in the Canadian Pacific Railway car shops in Perth were totally destroyed by fire between 4 and 5 o'clock this morning. The first was first noticed in the blacksmith shop and supposed to have started from one of the various furnaces in use. Alarms were immediately sounded and responded to by the firemen and several hundred citizens. About ten lines of hose were attached to the hydrants in the Canadian Pacific Railway shops but the fire had gained great headway and it was with much difficulty that the adjoining wood mill was in flames several times, but the firemen worked hard and finally had the fire under control, but not before the above mentioned property was consumed. As a result of the fire 300 men are thrown out of employment. Night Watchman Roland Burr is missing. He was seen entering the blacksmiths shop after the fire was raging but has not since been found. The burnt buildings will be rebuilt immediately.

11/07/1902

*Cornwall Freeholder**New York Central**Cornwall*

The Circus

An Immense Crowd and a Good Show

The town of Cornwall has seldom contained more visitors on one occasion that it did Friday

last, when the celebrated Forepaugh and Sells Bros. Circus was here. From early morning the people arrived in conveyances of all sorts and conditions. The regular trains on the Grand Trunk and O&NY were crowded with passengers from all the stations between Coteau and Prescott and Crysler and Malone, NY.

Specials were also run on the O&NY. The Electric Street Railway had on their entire car services and their cars were crowded throughout the day, a great number going to the St. Lawrence Park before and after the circus. The management was excellent and the unusually heavy traffic was handled in a very satisfactory manner. Cabs and other vehicles were also called into requisition to assist in carrying the immense crowd going and coming from the show and Pitt Street presented a very lively scene for a couple of hours.

The circus arrived from Ottawa over the O&NY, the train being over a half a mile in length,

drawn by three engines. The work of detraining, erecting the huge canvases, arranging the menagerie and all the paraphernalia of the circus was rushed through with remarkable speed, the army of men employed being handled without the slightest confusion, the management displaying the most perfect control and discipline.

The grand parade through the town was not quite on time, which was accounted for by the unsatisfactory state of the ground owing to the recent heavy rains. However, the delay was very brief and the excellence of the display more than repaid the spectators for their patience. It was without doubt the finest circus parade ever seen here.

The menagerie contained a very fine collection of animals including a herd of trained

elephants such as have seldom been seen together. The circus performance was all that was advertised Every feature mentioned on the bills were presented There were many beautiful horses and daring and graceful riders. The acrobats and trapeze performers were very clever and the clowns furnished much merriment.

Some wonderful feats were performed by the Potter family of bicyclists. The riding of a single wheel or unicycle up and down a narrow spiral platform was one of the most difficult feats accomplished, coming a very close second to, and in the opinion of many even surpassing in danger, the famous loop-the-loop act afterwards performed by Diavolo. The latter has already been described in this paper. Diavolo took his position at the top of the steep incline leading to the loop and for a few seconds the immense audience looked on with bated breath while he steadied himself for his hazardous ride. The tension was but momentary, as once the start

was made the trip was completed in a flash An involuntary sigh of relief was heard in many places throughout the vast throng as the daring cyclist was brought to a stop by the ropes that had been placed to check his speed after he had made the turn of the loop. It was a thrilling performance, and such an one as could only be given by a man of iron nerve.

Over twelve thousand people attended the afternoon performance. The seating capacity of the tent is twelve thousand five hundred and every seat was occupied, while many sat on the grass in front. There was a very small attendance at the night performance, which was, no doubt, largely due to the threatening weather. During the morning and afternoon the weather was very fine, but rather too warm for comfort in a crowded tent.

16/07/1902

*Montreal Gazette**Montreal and Ottawa*

Opens New Service

Imperial Limited Starts on Journey to Coast

Extract.

The entry into the capital was made over the picturesque short line route, the first time for a transcontinental train.

At the Central Station Mayor Cook and other prominent citizens boarded the train and made their way across the Ottawa river on the Alexandra bridge, around Hull and across the river again, and into Union station. By this route a saving of one hour is accomplished in the trip from Canada's commercial centre to its capital, the time being three hours instead of four as formerly.

24/07/1902

*The Equity, Shawville**Chalk River**Cobden water*

The C.P.R. has commenced the erection of a water tank, to hold 50,000 gallons, at Gould's creek near Cobden. The Sun says a rumor, the accuracy of which cannot be guaranteed, to the effect that the new spur, which will connect the main line of the C.P.R. with the P.P.J., will leave the transcontinental main line in the vicinity of Gould's creek and it is with this contingency in view that the tank is being constructed on this site. The rumor was brought to town by a Montreal traveller who stated that he heard it in Montreal and Ottawa. The action of the C.P.R. in building the tank so far away from the station seems to bear out the statement. Men who know the country between here and what is known as Split Rock on the Quebec side of the Ottawa, say there is an admirable route between the two points which could be utilized by the railway company at a minimum of expense.

31/07/1902

*The Record, Chesterville**New York Central**Berwick*

A large number from Berwick boarded the excursion train last Thursday for Rockcliffe Park.

02/08/1902

*Brockville Recorder**Westport**Westport*

Yesterday, E.A. Geiger, superintendent of the BW&SSM let the contract for the brick work of the proposed new engine house here to W.E. White. The building will be 68 feet long and will be 42 feet wide at one end and 52½ feet at the other end. There will also be erected a repair shop at the east end of the engine shed. The new building will have a capacity for three engines.

**09/08/1902**    *Ottawa Journal*                      *Union Forwarding*                      *Chats Falls*

Account of the 1860 visit by the future king. Travelled up the Ottawa river on the steamer Emerald to Chats Falls and thence to Arnprior by canoe. No specific mention that the horse railway was used.

**15/08/1902**    *Renfrew Mercury*                      *Belleville*                      *Perth*

About 200 men are now employed at the C.P.R. car shops here. A start is now being made on an order for one thousand 40-ton boxcars, which order is expected to keep all hands busy for nearly all of the next four months.

**22/08/1902**    *Renfrew Mercury*                      *Pontiac & Pacific Junction*                      *Shawville*

From the Shawville Equity. An item of importance which was unaccountably omitted last week, was the visit to this town of Mr. Lumsden, C.E., Sir Thomas Shaughnessy's confidential engineer. Mr. Lumsden, of course, was as dumb as the proverbial oyster, as to the nature of his mission here, but his actions savoured strongly of the suspicion that he was looking over the country with a view to locating the much talked of line, which is expected to diverge from the P. & P. J. somewhere near Shawville, and run across the country towards Pembroke. Mr. L. travelled over a considerable extent of the adjacent locality, going up the line about a mile, and returning eastwards as far as McDowell's crossing, at which point he went south, and took observations from the high ground at Knox's lodge. From there he went across the country and struck the Ottawa river some three or four miles below Bryson, and returned here via Radford. It would be very interesting to know the nature of the conclusions arrived at by Mr. Lumsden, but as already remarked he maintained a rigid silence in that behalf, and consequently we are still in the dark as to the probable location of the new line: but it seems pretty safe to conjecture the junction will not be to the west of the village, and perhaps a mile or so east of the present station. We hope the company will tackle the job soon and end the suspense.

**26/08/1902**    *Athens Reporter*                      *Westport*                      *Westport*

Knox Church, Westport will run an excursion on the B&W and Steamer Brockville to Ogdensburg Fair on September 4th. D.G.Ripley was in town today completing the arrangements.

**30/08/1902**    *Ottawa Journal*                      *Other*

Test piece of tar macadam laid on Slater Street between Bank and Kent.

**12/09/1902**    *New York Times*                      *New York Central*

TO SELL A RAILROAD: Mortgage Foreclosure on the New York and Ottawa for Indebtedness of \$2,085,327.

ALBANY, Sept. 11. -- The New York and Ottawa Railroad will be sold in November by order of Judge Coxe of the United States Circuit Court under mortgage foreclosure proceedings begun by the Morton Trust Company of New York. The road operated is sixty-nine miles in length, from Tupper Lake, through Moira, Franklin County, to Cornwall bridge on the St. Lawrence River. The road operated is sixty-nine miles in length, from Tupper Lake, through Moira, Franklin County, to Cornwall Bridge on the St. Lawrence River (more)

**12/09/1902**    *Eastern Ontario Review*                      *Central of Canada*                      *Plantagenet*

Plantagenet

The engineers who are surveying a route from Hawkesbury village to South Indian crossed the South Nation River several miles south of this village and hugged the low banks of this stream in South Plantagenet for several miles. This will do away with grades but is likely to be submerged for sometime in the spring of the year when the South Nation flood is on.

**18/09/1902**    *The Equity, Shawville*                      *Pontiac & Pacific Junction*

Several of the railway officials made an early run over the road by special on Thursday, passing Shawville at 6 o'clock. Those on board were C.W. Spencer, general supt., H.B. Spencer, local supt., Mr. Elliott, mechanical engineer, Mr. Dellinger, chief road master, Mr. Brennan, local roadmaster. It is rumored the location of the main line has been decided, and that the diverging point will be near McDowell's crossing east of Shawville, the line running from thence via Split Rock, to the C.P.R. a short distance west of Cobden.

**18/09/1902**    *The Record, Chesterville*                      *Winchester*                      *Winchester*

CPR foreman brains Italian navy.

One man dead and two seriously injured is the result of a fight which took place about two miles from Winchester on Saturday Sept. 6.

A gang of Italians were working on the main line of the CPR under the direction of Supt. A. Hart of Winchester. Some of the Italians had a grievance against Mr. Hart and in an altercation which took place they attacked him with daggers. Mr. Hart picked up a spade with which he hit one of the Italians over the head, making a fearful gash, and seriously injured another. He then made his escape but not before he had received a number of serious wounds. The wounded Italians were taken to Montreal Sat. night where one of them died. The other is not expected to live.

Also reported in the Ottawa Journal of 10 September 1902.

**19/09/1902**    *Renfrew Mercury*                      *Eganville*                      *Eganville*

A special trip was made to Renfrew by the Eganville C.P.R. Branch train last Thursday night. It was for the purpose of bringing up a carload of dynamite for use in the Radnor iron mine, Grattan township. Similar note on 23 January 1903.

**23/09/1902**    *Ottawa Journal*                      *Renfrew*

Stockmen want branch to grounds.

Petition from stockmen who exhibit at the Central Canada Fair. Endeavour to be made to have one of the railway lines centering in the city extend their tracks to the grounds in order that the stock may be saved the hardship of the long drive from the present stations.

More.

**23/09/1902**    *Ottawa Journal*                      *New York Central*                      *Newington*

Peat Fuel Ready by First of November

The works at Newington will soon be prepared to turn out a substitute for the coal which is not to be had.

"You can say that we expect to have fuel on the Ottawa market by the first of November."

This statement was made at Newington by Mr. C.F. Gray, Superintendent of the Newington Peat Product Company to the Evening Journal.

During the past two weeks the work on the plant in the Newington bog has been progressing rapidly. The Ottawa and New York Railway company have laid a siding into the works and a gang of men are busily engaged erecting four carbonizing chambers and four coolers. When completed each chamber will be seventy feet in length.

They are being built entirely of concrete and brick. Mr. Gray stated that the work of concreting will be completed tonight and tomorrow morning the masons will commence to lay the wall which will take 150 barrels of cement and 200,000 bricks. This material has been placed on the ground. If the weather continues favourable the buildings will be completed about the fifteenth of October, and then the machinery, which is due to arrive from Germany in the course of a few days will be placed in position. The work will be in charge of a German expert, who is bringing over the machinery.

The plant will be worked day and night and 100 tons of fuel will be turned out every 24 hours. It will be loaded on cars at the works and sent to the various commercial centres.

More.

Mr. Booth will get another chance. City council decides against a lawsuit.  
More.

26/09/1902 *Eastern Ontario Review* *L'Orignal and Caledonia*

Now that there appears to be a big boom about a railroad being built into L'Orignal and an electric railway taking in L'Orignal, Caledonia Springs, Vankleek Hill and Hawkesbury. It will be interesting to read the minutes of a special meeting of the L'Orignal council a quarter of a century ago in which the same question was under consideration..

26/09/1902 *Renfrew Mercury* *Whitney and Opeongo*

From Eganville Star Enterprise. The Whitney and Opeongo Railway has been completed to Costello's camp, four miles from the big Opeongo Lake, the proposed terminus, or a distance of fourteen miles from Whitney. A steam hoist has been erected at the camp. Men are now employed in loading cars. One train-load of logs reached Whitney on Monday of this week. The Company intend on having all of Costello's cut of logs last season, numbering 45,000 pieces, immediately removed to their mill. Four or five camps are being opened up in preparation for this coming season's cut. Each camp will take out 5 million feet of lumber. It is estimated that it will take eight years to cut the limit.

02/10/1902 *The Record, Chesterville* *New York Central*

S. Hutt has been shipping wood via the O&NY railway to Ottawa, Cornwall etc. the last car going to P. Donilee, Cornwall. Price of wood is gradually rising. However, when the peat from Newington is put on the market we may expect cheaper fuel.

03/10/1902 *Eastern Ontario Review* *Kingston (CP)* *Kingston*

The Canadian Pacific will close the Kingston and Pembroke repair shops, and this work will hereafter be done in Montreal.

03/10/1902 *Eastern Ontario Review* *Montreal and Ottawa*

The refrigerator car service on the Canadian Pacific for the handling of perishable freight during the summer has been discontinued, the weather now being sufficiently cool to transport such freight by ordinary boxcars. The heated car service will be inaugurated as soon as cold weather sets in.

09/10/1902 *The Equity, Shawville* *Pontiac & Pacific Junction*

A real genuine C.P.R. locomotive (but not one of the giants) hauled the express up the line for the first time on Wednesday night last.

17/10/1902 *Brockville Recorder* *Westport*

A Railway Case - In Which the B&W Was Interested - Nearly a Half Million Dollars Involved. (Before Judge McDonald, In Chambers) High Court

The matter of the Knickerbocker Trust Co of Philadelphia vs the Brockville, Westport & Sault Ste Marie Railway, the application of the bondholders to have the advertisement of sale of the railway settled, came up for hearing, and C.N. Armstrong, railway manager of Montreal, asked to intervene, claiming that in May 1895, he accepted an offer of the Investment Company of Philadelphia, one of the plaintiffs for the purchase of their interests in the bonds, etc, in the railway, and at a subsequent meeting of the directors, a resolution was passed, ratifying his purchase and a sale to him of all their interests in the railway, and that he subsequently tendered the purchase money, which they refused, and he told them that he would hold them to their agreement. Mr Armstrong explains that owing to the affairs of the railway being in the hands of a receiver, he did not deem it essential to at once take proceedings to enforce the agreement, and shortly afterwards went to England, where he remained, the greater part of four years, since which he has resided in Montreal, and was in no wise aware of the proceedings which have been taken in connection with the proposed sale of the railway, first learning of it on Saturday, October 11th.

The case was enlarged till November 3rd. W.S. Buell, for plaintiffs; Hutcheson & Fisher, for Cooper, Fairman & Co and other creditors; M.M. Brown for C.N. Armstrong.

The amount involved is about \$400,000

17/10/1902 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

We extend sympathy to Mr. S. Appleby, C.P.R. station agent here, on the loss of his anthracite, Last spring the company unloaded twenty-three tons of hard coal here and now Mr. Appleby has been informed that it will be removed.

23/10/1902 *The Record, Chesterville* *New York Central* *Newington*

The Newington Peat Company, which is developing the peat bogs at Newington, is making excellent progress. The ovens are practically finished and the first car load of machinery is now being installed. A supply of the new fuel is expected to be ready for shipment by the 1st of November. The fuel will be delivered in the form of bricks, almost similar in size to building bricks, and though the company cannot yet say the exact price, they claim the finished article will be laid down at a much lower figure than the ordinary price of coal.

28/10/1902 *Ottawa Journal* *Maniwaki* *Farrelton*

Station was burned down.

Strange fire at Farrelton.

Early morning risers found a pile of ashes where the building stood the night before.

A fire, apparently of incendiary origin, occurred yesterday at Farrelton on the Ottawa, Northern and Western railway, and the station building, valued at \$300, was razed to the ground. The station stood alone in a field about half a mile from the nearest house. When the section foreman passed it at about 11.30 Sunday night, everything seemed right and secure. At daylight nothing but a pile of ashes remained. No one saw the fire and no one knows how it originated. There were no trains passing during the night and every circumstance points to incendiarism. The station was insured.

The only other cause to which the fire can be attributed is an electrical storm which passed over that district on Sunday night.

01/11/1902 *Canada Lumberman* *Pontiac & Pacific Junction* *Deschenes*

New saw mill at Deschenes, to be built by Fraser & Company.

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Railway connection will be provided by the Pontiac steam line recently completed from Aylmer to Hull and placed under Canadian Pacific's control.

06/11/1902 *The Equity, Shawville* *Pontiac & Pacific Junction*

Since the C.P.R. took hold of the Pontiac line, about 7,000 new ties have been laid on Mr. John Gibson's section, while all the other sections have received similar attention. The fences along the right of way are next to be repaired, a work which will require a large number of fence posts.

New train for O.N. & W.R.Y.

Similar to the best on the C.P.R.

It will be in commission in a day or two and will be much appreciated by the patrons of the road.

The CPR has turned out a new train for the Ottawa, Northern and Western railway service. It will be put in commission tomorrow or the next day.

The train consists of three cars, one baggage, one second class and one first class, all of the latest design and equipped with the most modern improvements.

This new train will be a revelation for the passengers who patronize this line. The first class coach will be fitted with a smoking room and steam heating equipment similar to those on the best trains in the C.P.R. service.

The engine for this train will also be repaired. It is in the Carleton Place shops at the present time where it has been given a thorough overhauling and a touch up with new paint.

22/11/1902 *Ottawa Journal**New York Central*

Of all the railways running into Ottawa not by any means the least important and progressive is the Ottawa and New York line between Ottawa and Tupper Lake, a distance of 130 miles.

This road it will be remembered was first promoted in the season of 1896 when Messrs. J.O. and St.C. Hibbard along with Mr. C.W. Parker came to Ottawa and solicited a bonus of fifty thousand dollars which they campaigned the city for during the election of 1896 and 1897, The by-law carried and the next spring construction work was begun. This was a \$3,000,000 proposition but was carried through with ease.

There were several difficulties to contend with however, the greatest of which was the accident which occurred to the big bridge at Cornwall where it fell into the St. Lawrence River just before it was completed in the fall of 1898. This accident delayed the completion of a year and necessitated the expenditure of \$750,000. This however did not daunt the promoters as they proceeded at once with the reconstruction and in 1899 the first train was run through from Ottawa to Tupper Lake. connecting the capital with the New York Central and bringing the American metropolis within thirteen hours of Ottawa.

First local trains

Previous to the completion of the road to Tupper Lake there was a train run between Ottawa and Cornwall. This was at once well patronized with the result that a large number of people began to come to Ottawa for the purpose of purchasing their supplies. Between Ottawa and Cornwall the Ottawa and New York Railway connects at Finch with the CPR and at Cornwall with the Grand Trunk. At Helena it connects with the Messina branch of the Grand Trunk and at Moira NY with the Rutland system.

Direct to New York

The present service in and out of Ottawa is six trains per day. Two passenger and one mixed train each day between the Capital and Tupper Lake. One passenger train leaves Ottawa at 7.40 a.m. and reached New York via New York Central at 10 p.m. The other train leaves Ottawa at 5.30 p.m. and reaches New York via the same route at 8 a.m. the following day.

As an instance of the local traffic which this road does - and it depends entirely on local trade for its maintenance - there is forty two stops or sidings where freight and passenger traffic are accommodated.

Heavy Cheese Shipments

The road passes through the best farming country in Central Ontario as is shown by the cheese shipment for one section of twenty-eight miles. A belt this length and ten miles wide, five miles on either side of the line shipped during the past season 65,000 boxes of cheese, bringing an estimated return to the farmers of the district of \$525,000.

The road from Ottawa to Tupper Lake is well laid over a level country and thoroughly ballasted. At present the road pays out in Ottawa in wages amounting to \$65,000, and when the shops are moved here next month this will be increased by \$35,000 per year.

This road, besides connecting the city with New York, also passed through the Adirondack Mountains and through the finest summer resorts in America. It is the intention of the management to promote during the next season a larger tourist traffic than in past years.

Doing a good business

The cost of laying the road from Ottawa to Tupper Lake was \$3,000,000 while the steel bridges over the north and south channels of the St. Lawrence cost \$1,250,000. During the year ending 30 June last the road carried 121,347 tons of freight and 144,295 passengers. Of this business there passed over the bridge at Cornwall in eight months 18,146 passengers and 22,306 tons of freight. This shows by far the largest trade is done between Cornwall and Ottawa in local traffic. The revenue from the year was \$193,323 of which \$99,776 was from passengers and \$93,454 from freight. Since June the traffic returns show that the business of the road has increased over 18% compared with the same period 1st year.

Sometimes overlooked.

This little road is seldom heard of when railways are talked of in Ottawa. It brings in a large local traffic which benefits the merchants of the city greatly. When the reception committee to receive the travelling passenger agents was appointed last year it contained the representatives of the Canadian Pacific and the Canada Atlantic but unfortunately the officials of the Ottawa and New York were neglected. They were not represented. The same thing occurred when the tourist traffic committee was appointed, but the officials did not kick; they went their own way and sawed their own little pile of wood, managed to keep the trade of the road on the increase in any case.

General Manager Gays.

The general manager and president of the Ottawa and New York, Mr. Henry W. Gays is one of those men who started way down the ladder as an office and messenger boy in the office of the Superintendent of the Erie Railroad, on January 1st, 1861. He was born in Brant, Erie County, New York in 1849. From office boy he worked up to telegraph operator and train dispatcher and then transferred to the Buffalo and Erie railroad where he held the position of freight clerk and subsequently chief clerk and cashier at Dunkirk, NY. Then a few years later he went south to Louisville and Cincinnati where he was clerk and cashier for a mail line of seven steamers on the Ohio river. From this he went to the general traffic agent of Cincinnati and Ohio railroad and next to the CCC&I railway as general agent. From this he went to Cleveland, Ohio where he was also engaged in the freight business of the Indianapolis and St. Louis Railway. Next he became manager of the CP and St. L Railway and in February 1899 he landed in Ottawa as general manager of the Ottawa and New York Railway. He was subsequently made president and general manager and receiver of the New York and Ottawa road, which position he now holds. He is a man who made his own way in the world and knows the railway business from A to Z. He has worked in every branch both mechanical and freight and passenger and thoroughly understands his business. His residence in the Capital is the Russell House.

26/11/1902 *Eganville Leader**Whitney and Opeongo*

After 15 months continuous labour the railway extending from Whitney Station on the western division of the Canada Atlantic to Lake Opeongo was completed last week. Lumber trains are now running daily on the new line, which connects the limits of the St. Anthony Lumber company, bordering on Lake Opeongo, and the mill at Whitney. By the construction of the railway, which is 15 miles in length, a saving of 50 miles is effected in the transportation of the logs. Hitherto they have been moved to the mill by a roundabout water route, which entailed a journey of many days' duration. The new road was constructed at a cost of \$200,000, this high expenditure being made necessary by the large amount of rock cutting and trestles, each over 400 feet in length, and of great height.

By rail to the Exhibition

Canada Atlantic to build a line

It will run from Concession Street along the ravine to Bank Street

The Central Canada Exhibition Association has completed arrangements for the laying of a track to the vicinity of the grounds from the terminals of the Canada Atlantic in the lumber piles at Concession Street, near the corner of Muchmore Street. The branch will run from Concession along the foot of the hill to a point about opposite the end of Lyon Street and about one hundred yards from the Bank Street entrance to the grounds. It is estimated that the branch will cost about \$7,000. The laying of the road and the furnishing of the material will be done by the Canada Atlantic Railway, but they will have to be paid a rental over and above the revenue to be derived from the branch which will at least pay the wear and tear and the interest on the money invested. The revenue from shipping will be about \$300 per year and the extension of the line will cost the Association about \$200.

The route of the line will not affect any valuable property, as it follows the ravine all the way around from Concession street to the terminus. The distance from the terminus to the cattle stables will be about four hundred yards, which will not be too far for them to walk.

28/11/1902 *Renfrew Mercury**Eganville**Eganville*

Old 249, the engine which has done service for years on the Eganville C.P.R. branch, has been taken off the road and put in the shops to be rebuilt. No. 13, a rebuilt engine of the large smoke-stack type, has been placed on the Eganville branch in charge of Engineer Wood.

28/11/1902 *Renfrew Mercury**Belleville**Perth*

From the Expositor - Last Monday was pay day in the car shops and the pay roll was one of the largest in the history of the shops. The total amount paid out to the workmen was over \$11,000. In some of the departments it is necessary for the men to work over time to keep those in other branches supplied with material, and in consequence of this the men are earning large wages.

28/11/1902 *Renfrew Mercury**Chalk River**Almonte*

One of the most valuable trains that ever passed through Almonte went east on the C.P.R. Tuesday afternoon. It was a special silk train, made up of refrigerator cars in which were stored the cargo of the C.P.R. liner Empress of China, recently arrived at Vancouver from the orient. The freight carried on the train consisted entirely of raw silk, and was valued at several million dollars. It was consigned to a silk factory in the eastern states. The train followed No. 2, the regular passenger, and every attention was paid by the officials to the safe despatch of the precious cargo.

03/12/1902 *Ottawa Journal**Kingston (CN)**Morrisburg*

#### ENGINEER KILLED IN A COLLISION

G. T. R. freights. Came Together.

Man Decapitated at Montreal.

(Special to The Journal, Montreal, Dec.3 - A collision took place at Morrishurg yesterday between two freight trains which resulted in the death of Engineer James Murphy. An east-bound freight train was on the siding there with the signata set, when a set-ond eastbound freight came along and crashed into it. The engineer of the second train. James Murphy, 12 Richmond street, Montreal, was killed and his fireman, named Devenay. also of this city, was badly hurt. Murphy leaves a wife and five children.

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03/12/1902 *Windsor Star**Kingston (CN)**Morrisburg*

This article has an error, referring to Murphy being trapped under "his caboose."

BURNT TO DEATH. G.T.R.

Engineer Murphy Killed Collision at Morrisburg.

Morrisburg, Dec. 3. A serious rear-end collision occurred at the Grand Trunk station here yesterday morning, by which J. Murphy, engine driver, was killed, and three other train hands were seriously bruised and scalded. At 6 o'clock a freight train was detained here by a hot box, and while it was being attended to another freight with two engines crashed into the van, telescoping a number of cars. The debris was piled up on both tracks, completely stopping traffic.

The wreck immediately took fire from an oil car. One of the men was thrown clear of the right of way, and was found painfully bruised in a field across the tracks. Murphy was caught in the wreck, and his charred remains were found under the tender of the engine that crashed into his caboose. The three injured men received prompt medical attendance, and wifl likely recover. Traffic was delayed about half a day.

03/12/1902 *Montreal Gazette**Kingston (CN)**Morrisburg*

#### ENGINEER KILLED

A Montreal Man Lost His Life at Morrisburg.

Morrisburg, Out., December 22. (note wrong dateline) In a rear end collision of Grand Trunk train at Morrisburg this morning Engineer James Murphy was killed, Fireman Michael Devaney was fatally injured, and Arthur Harris, a brakeman, was seriously hurt. The three men belong to Montreal.

The accident occurred at 6 o'clock, when a train, detained here, was crashed into by a heavy freight, which telescoped its way through the van of the leading train and several other cars. Debris was piled up high on the tracks and a portion of the wreckage caught fire.

Engineer Murphy, of the engine which struck the standing train, was caught in the wreck and his remains were found under the tender, which jammed into his caboose.

His fireman, Michael Devaney, was hurled several feet away, but he was terribly scalded. He was brought to Montreal and sent to the General Hospital where the physicians have slight hope of his recovery.

Harris, the brakeman, was picked up badly bruised and perhaps internally injured, but his recovery is expected.

Fog is ascribed as the cause of the accident. '

The dead engineer lived at 14 Richmond street, Point St, Charles, Montreal, where he leaves a wife and four children. Devaney and Harris are also residents of Point St. Charles. Devaney's home is at 12 Grand Trunk street, Montreal.

11/12/1902 *The Equity, Shawville**Pontiac & Pacific Junction*

On Monday afternoon of last week the C.P.R. placed new passenger rolling stock on the Pontiac division of the O. N. & W.Ry. The regular evening train consisted of three cars, a first class coach, a second class coach and a combination baggage, mail, and smoking car. The cars are all new, comfortably furnished within and attractively finished without. The train is planned on the general lines followed by the C.P.Ry and each car is steam heated and fitted with air brakes and whistle. Each car bears the name of the division and in this differs from the rolling stock inservice on the main line. The new train will be welcomed by the residents of this county and the travelling public as well. In a few weeks' time a similar up-to-date train will replace the present one on the Gatineau division.

13/12/1902 *Montreal Gazette**Kingston (CN)**Montebello*

#### SUCCUMBS TO INJURIES

Michael Devaney, the Grand Trunk Railroad fireman who was injured in the wreck at Morrburg, Ont ten days ago, when Engineer James Murphy was killed, succumbed to his injuries yesterday afternoon at the Genera! Hospital. Devaney was scalded all over the body and from the first the physicians entertained little hope for his recovery. Coroner McMahon will hold an inquest this afternoon at 2 o'clock.

Two trains of raw silk

Their total value is over \$2,000,000

CPR transfer these tomorrow to the New York Central, product of Japan.

The Ottawa division of the Canadian Pacific Railway will handle two trains, totalling in value \$2,000,000 tomorrow from Vancouver by way of Carleton Junction. The trains are loaded with raw silk from Japan for New York and will be transferred to the new York Central Railway at Prescott. The silk was shipped from Japan by the S.S. Empress of India, one of the CPR's big steamers. This is the second shipment of silk to be handled by the CPR within the past six weeks. The last train consisted of six carloads and was valued at \$1,000,000. There was also a carload of seal skins on the same train.

22/12/1902 *Montreal Gazette**Kingston (CN)**Morrisburg*

**CORONER'S JURY HOLDS ROBINSON AND WELSH**

Death of Devaney Alleged to Have Been Due to Their Negligence.

The inquest into the death of Michael Devaney, the Grand Trunk Railway fireman, who died in the General Hospital last week from injuries sustained in the railway wreck near Morrisburg, Ont., was concluded at the Morgue Saturday before Coroner McMahon. The jury returned a verdict charging William Robinson and Daniel Welsh with manslaughter.

Robinson was conductor, and Welsh a brakeman, of the train that owing to an accident was brought to a stop near the station at Morrisburg.

The train of which James Murphy, was engineer, and Michael Devaney, fireman, ran into the rear end of Robinson's train, and as a result of the collision Murphy was killed and Devaney fatally injured.

The evidence showed that until twelve minutes after the train of which Robinson was in charge had stopped on the main line, was any one sent back to flag the train that was coming behind, and then it was too late to prevent the collision.

The trainmen claimed that the semaphore was there to protect any train that was coming behind them, but according to the testimony submitted, the rules of the road state clearly that they should have flagged the train, and had this been done it is alleged the accident would no doubt have been avoided.

Robinson and Welsh were held in personal securities of \$400 each and four securities of \$200 to appear before Judge Lafontaine this morning.

25/12/1902 *Montreal Gazette**Kingston (CN)**Morrisburg*

**BOTH MEN SET FREE**

Court Has No Jurisdiction in the Devaney Case.

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William Robinson and Daniel Walsh, the railway conductor and brakeman who were held last Saturday by the Coroner's jury on a charge of manslaughter in connection with the death of Michael Devaney, who died in the General Hospital as the result of injuries sustained in the wreck on the Grand Trunk Railway near Morrisburg, Ont., three weeks ago, were arraigned before Judge Choquet yesterday morning to answer to the charge. Judge Choquet decided that he had no jurisdiction in the case, as the crime, if any had been committed, was outside of the province of Quebec. The accused could not be arraigned in this province for a crime that had been committed in Ontario. If Robinson and Welsh were to be held on a charge of manslaughter in connection with the death of Devaney they would have to be arraigned before a magistrate at Morrisburg. Robinson and Welsh were allowed to go. It is not known as yet what action will now be taken in the matter.