

# Local Railway Items from Area Papers - 1903

*09/01/1903 Eastern Ontario Review L'Original*

*L'Original*

L'Original is to have the manifold blessings of a railroad, the ideas of a few to the contrary notwithstanding. This is being brought by the establishment of three lumber industries this coming year within the corporation limits.. Before the end of the year, it is safe to predict we will have another industry. Our splendid factory sites will soon become known and L'Original's future will be assured. Therefore the County Town can metaphorically hug itself and congratulate itself on the certainty of its future prosperity. - L'Original Advertiser

Syndicate Organized in New York to Purchase the Road. Full Particulars as to How it is to be Financed, etc if the Syndicate Secure it. One Tuesday 20th instant (20 January) the Brockville and Westport Railway is to be put up for sale at public auction and the event is attracting the attention of New York capitalists, as will be seen by the following advertisement which appeared in last Saturday's New York Herald:

Reorganization syndicate of the Brockville, Westport & Sault Ste Marie Railroad (Holm & Smith, counsel), temporary offices room 90, World Building, New York.

John Gerken, president Hudson County Consumers Brewing Company.

Clarence P. King, president Washington, Alexandria and Mount Vernon R.R. ad president Pottsville Union Traction Co.

Henry W. Gennerich, president United National Bank of New York.

Christopher F. Bode, director of the Consumers' Brewing Company of New York, Limited.

Henry Von Minden, president United Wine and Trading Co.

W.F. Hencken, treasurer of the American Exchange Cigar Co.

Gustav Schock, millwright

Val Schmitt, president Federal Brewing Co, Brooklyn

Chas. F. Holm of Holm & Smith, Attorneys

William Volk, director of United National Bank, New York

Diedrich W. Rohde, treasurer of Fairlawn Cemetery Company

D. Werfelmann, merchant

Fred W. Salzsieder, treasurer Consumers Brewing Co, Brooklyn

Wm Von Twistern, secretary Hudson County Consumers' Brewing Co

George Herbener, of Sauer, Gross & Herbener, builders

Benj. Fox, broker

The above railroad will be sold by the court at a receivers sale on Jan 20 1903 at 3pm in Brockville in pursuance of a judgment of foreclosure of a first mortgage of \$1,125,000. The Knickerbocker Trust Company, of New York is the plaintiff in the suit, being trustee under the mortgage, and this suit has been pending five years.

The Brockville Westport and Sault Ste Marie Railroad is forty-five miles in length. Built in 1892 and operated since then from Brockville to Westport, Canada. Brockville, the county seat of Leeds County, Ontario, is on the St Lawrence River at the end of the Thousand Islands and is a fine town, having electric lights, gas, sewers and all modern improvements, and is only ten hours from New York, 365 miles. And all the villages along the route of this railroad are prosperous, the county being one of the most productive in Ontario.

The railroad is standard gauge, in good running order and condition, and although in the hands of a receiver for five years, has been increasing in receipts each year. The road connects with the Canadian Pacific at Brockville and with the Grand Trunk at Lyn at grade, cars being interchangeable, also by ferry boat with the New York Central at Morristown, NY.

The railroad was bonded for \$1,125,000 and capitalized for \$1,125,000 000 (\$2,250,000 in all) but under the foreclosure the road will be delivered to the highest bidder free and clear and all bonds, stocks, judgements and claims will be wiped out completely.

In the last two years the receiver has built a new brick engine house, bought one extra locomotive, two passenger coaches, rebuilt the long trestle at cost of some \$8000, fitted up the stations, built a locomotive shed at Westport, laid new ties and has 10,500 new ties on hand to be laid, and after meeting all those expenses and paying all bills promptly, has a good balance left on hand.

A syndicate consisting of the above has been formed for the purpose of buying this road at public auction on January 20th 1903 and if they obtain the road they will reorganize the company on the following basis for the purpose of running the road and extending the same.

The new organization will own the entire railroad, all its real estate, rolling stock, franchises, rights, etc. and will bond the road for \$1,000,000 at four percent with capital of \$1,000,000 of which one-half will be six percent preferred stock, and the other half common stock.

Of the bonds only \$500,000 will be sold, the rest will remain in the treasury. The bonds actually issued, therefore, will be less than half of the former issue though the road has been running for ten years and has had the advantages of increased population and larger rolling stock and many improvements. The bond issue therefore is about \$10, 000 per mile whereas bond issues of railroads are usually from \$30,000 to \$70,000 per mile.

The syndicate now controls almost all of the \$1,125,000 of old bonds under which the foreclosure is taking place and at the date of the sale on January 20th 1903 will be in a better position than any other person can be to buy the road. The notices of sale which appear in the New York Evening Post on Wednesdays and Saturdays and in four other papers in Canada says that the receiver will accept payment of bonds in lieu of cash.

The syndicate invites subscriptions to its certificates because the money required is more than the syndicate feels able to handle. These certificates are held at \$1,000 each and are numbered from 1 to 500. No more will be issued. The total received will \$500,000 and the money will be sufficient to not only acquire the railroad complete and free and clear, but will leave cash in the treasury to arrange for surveys and extensions and buy new rolling stock sufficient for all present needs.

The entire issue of 500 certificates has been underwritten by the syndicate and part of these are offered for sale at \$1,000 for each certificate. The certificates can be transferred by endorsing the same as stock certificates. On reorganization, the holder of each one of these certificates will receive for the \$1,000 paid one \$1,000 first mortgage 4% Gold Bond (ten years), five shares (\$500) of non-cumulative preferred stock and five (\$500) shares of common stock besides privileges hereafter as the road is extended.

The syndicate is acquainted with all the facts regarding the railroad having fully investigated the same and the bonds are in every way a first class investment. In case the syndicate is outbid at the sale, every certificate holder will make an immediate cash profit by having money paid in return with added profit.

Address for further particulars, or interview, or subscribe for certificates with any of the above. Twenty-five percent is payable on subscriptions and the balance as called for.

Holm & Smith, acting for Syndicate, Room 90, World Building N.Y.

10/01/1903 Ottawa Journal

Ontario Good Roads Train - long article.

**16/01/1903 Renfrew Mercury Kingston (CP) Renfrew**

A K. & P.R. car sent down the line on a flying shunt last week, could not be stopped as it approached the station, rose on the platform, and was brought to a standstill only when it went crashing into the Swiss roof of the station building. It gave the woodwork quite a jar, bulging the roof and smashing some of the posts.

**16/01/1903 Eastern Ontario Review Vankleek Glendandfield**

The new C.A.R. station at Glensandfield between Glen Robertson and Dalkeith is nearly completed. It will be a flag station.

**16/01/1903 Eastern Ontario Review Chalk River**

The body found by section men beside the track of the CPR at Graham's 8 miles east of pembroke, on Friday, has been identified as that of Thomas Clarke, of hawkesbury, The deceased was employed as a shanty man. He evidently fell off the train when on his way home and the body was found frozen stiff. It was interred on Saturday at Coideu.

**20/01/1903 Brockville Recorder Westport**

The Favorite Line Knocked Down at \$160,000. The Reorganization Syndicate of Yew York the Purchasers - Only two Bids (From Tuesday's Daily)

Considerable interest has been centered for several days around the sale of the Brockville, Westport & Sault Ste Marie Railroad, which took place this afternoon in the auction rooms of Jas. Robertson, who handled the mallet.

At 3 o'clock, before a big crowd, he read the order for sale, conditions, etc and asked for a first bid. Mr. Loegrend, representing the Investment Company of Philadelphia, made the first bid, and offered the modest sum of \$150,000, but the proposition was hardly cold till Chas. F. Holm, representing the Reorganization Syndicate of New York, called out one hundred and sixty thousand dollars (\$160,000). Somebody looked at him, but then he was backed up by his associates, Messrs. King, Gerkin and Smyth, who were here for business, and he apparently wanted the line. In vain did the genial James try to have this offer raised, but there it stuck, and the good old B&W was knocked down to the New Yorkers.

Looks as if the Investment Company of Philadelphia, that hold the majority of the bonds, and made the first bid, have an understanding with the New York people.

Mr. King, being interviewed said it was their intention to extend the line to the Northwest and make a trunk line of it.

**22/01/1903 The Equity, Shawville Pontiac Pacific Junction**

Ottawa, Northern and Western timetable advertisement. October 12.

Trains leave Canadian Pacific Union Station.

Waltham section lv. Ottawa 5.15 p.m. Ottawa, ar. 9.40 a.m.

Arr 8.46 p.m. Waltham lv. 6.25 a.m.

**22/01/1903 The Equity, Shawville Maniwaki**

Ottawa, Northern and Western timetable advertisement. October 12.

Trains leave Canadian Pacific Union Station.

Gracefield section lv. Ottawa 5.03 p.m. Ottawa, ar. 9.30 a.m.

Arr 7.40 p.m. Gracefield lv. 7 a.m.

**22/01/1903 Merrickville Star Ottawa, Brockville and St. Lawrence Brockville**

The New Ballway

The survey party of the proposed Ottawa, Brock ville and St. Lawrence Railway arrived in town to-day having completed the preliminary survey of the line. The members of the party are E. J. Walsh, C. E., in charge; E. A. Sullivan, W. H. Bruce, P. Mullins, E. A. Melbourne, H. Shouldise, F. Shouldise, and T. H. Crane. They left Ottawa on the 10th of last month, and have been busy ever since covering about 56 miles of ground, and passed through North Gower, Burritts Rapids and North Augusta. The line will reach Brockville in the angle formed by the V. of the G. T. R. and C. P. R. tracks, near the former's freight sheds. Mr. Walsh said that the road would be easy to grade and cheap of construction, and location parties would probably be sent out as soon as he finished his plans and estimates, which will occupy him for the next two weeks. Although the charter .gives the company the right to use any motive power, steam will be used. It is the present intention of the company to make connection with the American roads by ferrying the trains across here. As Brockville is almost directly south of Ottawa, this rood will be the shortest connection with the their transcontinental route. The president of the new line sails for England to-day on business regarding the railway: -The survey party left for Ottawa on the 2.40, train-  
Satarday's Brockville Recorder.

A Sketch of This Short But Busy Road; NY Syndicate Acquires B&W Has Had a Hard Struggle. But is Ably Managed. A good Road for Brockville. Application will be made for New Charter. Will be called Brockville and Northwestern (from Wednesday's Daily)

As announced in the Recorder's second edition yesterday, the Brockville, Westport & Sault Ste Marie Railway was sold by public auction to Messrs. King, Gerkin, Holm and Smyth, of New York and Philadelphia, representing a large amount of capital, that will, it is said, be used in extending the line through to the Northwest, as outlined yesterday, and making a trunk line of it.

In all its vicissitudes, this road has been a good thing for Brockville, and a boon to the country through which it passes.

The Brockville, Westport & Sault Ste Marie Railway Company was organized in 1884, a charter being obtained by a special act from the province of Ontario. The names of those who were so incorporated were Senator Fulford, the late Hon John F. Wood, R.H. Preston, M.D.; the late W.H. Fredenburgh, W.C. Stevens, John Reddick, the late Rufus Brown, James Cumming, the late J.B. Saunders, R. J. Jelly and George Hutcheson. Under this charter, the company was given power of constructing and operating a railway from the town of Brockville to the village of Westport, and thence in a northerly and westerly direction to the shore of Georgian Bay, and from there to Sault Ste Marie, in the district of Algoma. The road had been mooted for many years before this, but it was not until the year mentioned that a start was made, Mr. R. G. Hervey undertaking to build a road on behalf of the company. The first through passenger train on the road was run on July 12 1888.

While this road has been of great benefit to Brockville and it is generally conceded that the bonus of fifty thousand dollars granted by the town has been a good investment for the town, yet the railway company did not succeed in making it pay, and have had many ups and downs.

The Investment Company, of Philadelphia advanced a large sum of money to the railway company, taking as security certain bonds, and a mortgage was also taken in the name of the Knickerbocker Trust Company, in trust to secure the repayment of these bonds, and no interest being paid. In 1894 the action was commenced which culminated yesterday in the sale of the road, after having proceeded through many legal meanderings. The proceedings were fought at every stage by certain of the judgment creditors of the railway company, but finally in June last an order was made that unless the bond-holders were paid off within a certain number of months, the railway should be sold, and the proceeds applied, first towards paying off the bonds, and then towards paying the judgment creditors. Under the sale of yesterday, however, the bondholders will not receive much over 25% of their claim, and the judgment creditors will receive nothing.

W.S. Buell acted for the plaintiffs, and J.A. Hutcheson, K.C., for the judgment creditors.

Before leaving town, the purchasers instructed Mr Buell to apply for a new charter under the name of the Brockville and Northwestern Railroad Company, and the probability is that the railroad will take on a new aspect in the spring.

Mr. E.A. Geiger, who, for many years has been connected with road, was promoted from being general passenger agent and secretary to the position of superintendent, in January, 1901, and he has been most active and energetic in promoting the business of the company. Many improvements have been made, and the patrons of the road have found him an ideal railway man, a hustler for business, and possessed of an ardent desire to not only serve the company but to please the public as well.

In the last two years, the receiver has built a new brick engine-house, bought one extra locomotive, two passenger coaches, rebuilt a trestle at a cost of \$8,000, fitted up the stations, built a locomotive shed at Westport, laid new ties and has 10,500 new ties on hand to be laid, and after meeting all these expenses and paying all bills promptly, has a good balance left on hand.

The syndicate, which is composed of Messrs John Gerkin, Henry W. Gennerich, Christopher F. Bode, Wm Von Twistern, Fred W. Saltzieder, Wm. F. Hencken, Gustav Schook, Charles F. Holm, New York; Wm Volk Philadelphia; Henry Von Minden, Diedrich W. Rhode, D Werfelmann, Carsten Heilshorn, Val Schmitt, Benjamin Fox, P.J. Ryder, A. Bernard, Frank W. Burs, Jacob Mattern, George Herbener, New York, and Clarence P. King Philadelphia will bond the road for \$1,000,000 at 4% with a capital of \$1,000,000 of which one half will be 6 percent preferred stock and the rest common stock. There is considerable speculation as to what the purchase means. If the Recorder is not mistaken a grant was made to the B&W by the Provincial Government years ago under certain conditions but these conditions not being filled, the grant lapsed. Will the bridge scheme be revived in connection with the schemes or will the line become the property of one of Canada's great railway companies. The air is full of conjectures, but it will take some time for anything definite to develop. Before leaving, the purchasers informed the Recorder that they had secured the road for the purpose of extending and fully equipping it as a competitor for the Northwest carrying trade.

29/01/1903 *The Record, Chesterville* *New York Central* *Cornwall*

For the third time in the past two or three years the O&NY depot at Cornwall was broken into on Sunday night. As there are no night trains on this line the station was deserted after 8 p.m. The burglars apparently first tried to force the rear door, but failing in this, broke a window and in this way they effected an entrance. They broke and rifled a ticket cabinet, and broke open the money drawer, but found no cash. Most of the tickets were found on Second and Pitt Streets.

29/01/1903 *The Equity, Shawville* *Belleville* *Perth car shop*

About 10 new cars are turned out of the Perth car shop each day. A freight car costs about \$600, thus about \$6,000 worth of material is used each day.

01/02/1903 *Canada Lumberman* *Renfrew* *Whitney*

The Canadian Atlantic Railway Company proposes to extend its road from Whitney to Sault Ste. Marie.

02/02/1903 *Ottawa Journal* *Ottawa Terminal*

Ottawa may get second great railway system with the sale of the Great Northern to MacKenzie and Mann. Booth says they haven't asked him to sell Canada Atlantic.

\$100,000 to be spent on improvements and equipment by the new proprietors during the coming season.

W.S. Buell returned home from New York Yesterday whither he has been to interview a number of the gentlemen composing the syndicate which recently bought out the Brockville & Westport Railway and for whom he is solicitor. In conversation with a Recorder reporter Mr Buell stated that it was the intention of the new proprietors to start improvements on the road between here and Westport just as soon as they get possession which will be in the course of a few weeks, some necessary legal matters having to be arranged and put through. For the purpose of improvements and for the purchase of rolling stock they are setting aside \$100,000.

Asked as to what the company intended doing regarding the extension of the road, Mr. Buell replied that they could not do any extending until they got their charter from parliament and as there are now thirty-eight private bills to incorporate railways before the house it will take some time before this can be reached. As soon as the charter is received is received, Mr. Buell says, the company will go on extending. As yet, the Company has not yet been incorporated. He also said that a year from now will witness a great change in the road. As soon as they get possession, the improvements will be started at Brockville.

09/02/1903 *Ottawa Citizen* *Ottawa Electric* *Albert Street*

Will rebuild.

Electric company will immediately repair damages by last night's mishap.

The Ottawa Electric Railway company will immediately commence the rebuilding of the part of its shed which collapsed last night. Examination of the structure was made this morning and the breakdown was evidently caused by the supports not being of sufficient strength to hold up the weight of the structure including the snow on the roof. In the collapse of the building two of the big Britannia cars were badly damaged along with several others. The cars were principally open ones and the roofs were badly smashed.

There is a further report with a drawing.

With an awful crash which could be heard for blocks away the Queen Street portion of No. 3 car shed of the Ottawa Electric Railway collapsed at ten o'clock last night. Fortunately there was no loss of life nor was anyone injured but ten cars were smashed. Queen Street was strewn with brick and stone debris while heavy financial loss was entailed on the company. Although the cause of the accident is not definitely known it appears to have been due to a defect in construction of the wall. The car sheds of the company front on Albert Street between Kent and Lyon and run through to Queen. It was the north end of the Queen Street end of the easterly shed that went down last night.

Men employed by the company were at work in no. 2 shed when there was a sudden trembling of the adjoining structure. An instant later and down went the Queen Street wall covering the sidewalk and part of the roadway with lime and bricks. Simultaneously the north end of the roof came down right on top of a dozen electric cars which were in storage. The cars were almost entirely destroyed or badly damaged. The tremendous force of the air tore from their hinges the big doors on the south side and hurried them out to Albert Street.

For a minute or so no one knew what had happened, Residents of the locality attracted by the noise and thunderous report which sounded like that of an explosion, got a sudden fright. But they lost no time in investigating and soon the cause of the trouble was ascertained.

Superintendent Hutcheson, secretary Fraser and other officials of the company were on the scene at once and as soon as investigation showed that no more of the building was likely to collapse a staff of men was put to work picking up bricks and clearing the debris from the sidewalk. It was indeed a fortunate circumstance that no persons happened to be passing at the time otherwise they would have been crushed under the avalanche of lime and bricks. A careful search was made when the pile was cleared away but no one was found to have been a victim of the disaster.

The car shed which collapsed had a height of about 25 feet and width of some fifty feet. It was built some fine years ago, and the construction, which was of brick with steel girders, was supposed to be solid and substantial. It was at first suggested that the accident was caused by the weight of snow on the roof, but that theory is not entertained. The roof was cleared after the last storm and not a great deal accumulated on it yesterday.

Superintendent Hutcheson stated last night that the accident, as far as he could find out, was due to some defect in the construction of the wall, but just what caused it to heave out at this season of the year remains to be determined. The wall had never given any evidence of being weak or in any way faulty.

The railway will suffer considerable financial loss as a result of the accident. The cars destroyed or damaged - numbering eight or ten - were each valued at about \$1,500, while the loss on the building is placed at about \$2,000 making the total around \$10,000 or \$12,000. The buildings are insured against fire but not against such an unusual accident as that last night. Most of the cars which were put out of business were open ones used in summer so there will be no interference with the service.

The company will institute a thorough investigation in the matter and will endeavor to ascertain the cause of the collapse. There are two large sheds adjoining but they stand intact. Notwithstanding the hour at which the tumble occurred many spectators were attracted to the scene last night.

10/02/1903 *Ottawa Citizen* *Pontiac Pacific Junction*

Commencing October 12 ON&W trains will leave Canadian Pacific Union station (for both Waltham and Gracefield)

13/02/1903 *Renfrew Mercury* *Chalk River* *Almonte*

From the Almonte Gazette. Since his access to office as mayor of the town, Mr. Thoburn has been interesting himself in Almonte's station accommodation, or, rather, lack of accommodation, and in reply to a letter written by him to Sir Thomas Shaughnessy, president of the C.P.R., he received a letter this (Thursday) morning containing the pleasing assurance that a new station will be built here this year.

14/02/1903 *Toronto Star* *North Lanark*

The North Lanark Railway Company wants power to construct an extension eastwards to Ottawa and westward to some point on the Madawaska River.

17/02/1903 *Ottawa Journal* *New York Central* *Newington*

Peat Plant to Open in May

Plant at Newington ready for work.

Was to have been opened last fall but machinery arrived too late.

Machinery did not arrive until Christmas and ground was frozen hard. Newington site is for demonstration purposes, will be capable of turning out 60 tons per day (or 35 tons peat coke), 220 days per year.

Much detail.

Today, Mr Henry W. Gennerich, treasurer of the New York syndicate which recently bought the Brockville and Westport Railway, and President of the United National Bank of New York, in company with Mr W.S. Buell, solicitor for the syndicate, and Col Cole, left here by special train on a trip of inspection over the road. On his return Mr. Gennerich was interviewed by the Recorder and said he was well pleased with what he saw. He said that he would give orders to have a new train put on the road and increase the rolling stock to double its present amount. The roadbed would also be put in first class shape and when finished the road would be second to none in the country. All the stations will also be remodeled and painted and the platforms repaired.

"When do propose to start these improvements?" asked the Recorder. "Within thirty days," replied Mr Gennerich. "We will also put up signs on all the stations, indicating the name of the place."

Mr. Gennerich is a pleasing conversationalist, and we will be glad to see him in Brockville again. He left this afternoon for New York. He was accompanied by his wife and family.

Mr. E. A. Geiger was prevented from accompanying the delegation over the road owing to illness.

Writ issued by L.S. Lewis on Behalf of Himself and Other Bondholders Against The Philadelphia Investment Co, et al

The action which will no doubt interest a large number in this district has just been commenced in high court here by the issue of the writ by Levi Sidney Lewis on behalf of himself and all other bondholders of the defendant railway company, plaintiff, and the Philadelphia Investment Company, Brockville, Westport and Sault Ste Marie Railway Company, Charles F. Holm, John Gerkin, Valentine Schmitt, and Clarence P. King, defendants.

The claim, as set forth in the summons, is as follows:

The plaintiff's claim is for a declaration that the defendant investment company stands in relation to the defendant railway company in the same position as did R.J. Hervey, the original contractor with said railway company for the construction of the line of railway and that such investment company is liable to complete said railway.

That said investment company be ordered to proceed with the construction and completion of said railway and that in default of said investment company proceeding with the completion of said railway within a reasonable time, that the investment company's claim as bondholders be postponed to that of all other creditors of the said railway and that the securities of the said investment company be charged with a lien for the payment of debts incurred in the construction and equipment of said railway.

That the investment company is not entitled to interest on the bonds of the railway company held by them until they complete the said railway and that all interest that may accrue on said bonds so held by them until completion by them of the railway be cancelled.

And for a further declaration that the board of directors of the said railway company has been, and is illegally constituted and that their actions are improper and contrary to the interest of the said railway company.

And for an injunction restraining the investment company from proceeding with the sale of said railway in their action against said railway company now pending.

And for an order that the receiver who is at present in charge of said railway company, being the nominee of the said investment company be discharged and a new receiver appointed.

And for an order setting aside the purchase of the said railway by the defendants Holm, Gerkin, Schmitt and King at auction on the 20th day of January, 1903 in the action now pending by the defendants, the investment company against the said railway company.

If this action succeeds, it may materially affect the prospects of the bondholders but this will all depend upon whether or not the recent sale of the road was legal and those who had charge of it claim that it was so in every way.

Rumour has been revived that the C.P.R. will shortly rearrange its line from Ottawa to Pembroke to save about 41 miles, thereby shortening the time between Montreal and the coast. It says plans have been completed to build a new depot and freight shed on Sussex St. on the C.P.R.'s property there, and add a new pier to the Interprovincial Bridge to make an approach from Sussex St. This would render the Co, independent of the Central Station and would save about \$50,000 per annum for its rent. It is said a survey was made recently with a view to building the station on the corner of Sussex and Cathcart Sts. An option has been obtained on the Law property, which may be converted into a freight shed. By this scheme the transcontinental trains would follow the previously suggested route over the Pontiac and Pacific to Waltham, crossing the Ottawa River at Pembroke. The Prescott line trains and all Montreal and eastern traffic would enter this station, and as at present the Chaudiere station would be used for Toronto and western traffic.

There is now no doubt that the Great Northern Railway running from Hawkesbury to Quebec has been sold to McKenzie and Mann of the Great Northern.

The Hawkesbury and Joliette train has been withdrawn on the G.N.R through lack of traffic.

the St. Anthony Lumber Company, at the head of which is Arthur Hill, of Saginaw, operated a big plant at Whitney, Ont., on the C.A.R. 180 miles from Ottawa. The company built last year, a logging road about 15 miles long and are putting in a stock of fifty million feet for the cut of the mill this spring.

Newington Peat Plant will begin operations in May. Article. For demonstration purposes only - 60 tons of peat fuel or 35 tons of peat coke per day. - Cornwall Freeholder.

From the Cobden Sun. The morning train running east was about an hour late on Monday, due to a peculiar cause. When about ready to start out from Pembroke the whistle was blown off the engine and Chalk River had to be called on to send down another.

NY Syndicate Complete Purchase of BW&SSM; New Passenger Cars Ordered (ER) Purchasers of the railway in town to close the deal - Rolling stock for the new passenger train purchased and will start to run in a couple of weeks.

This morning at eleven o'clock four gentlemen representing the New York syndicate which recently purchased the Brockville end Westport Railway arrived in town end registered at the Hotel Strathcona. They are Messrs Gerkin, Val Schmitt, Charles F. Holm, New York and Clarence P. King, Philadelphia. They are accompanied by a stenographer, Mr. Theo De Moulin of New York.

Asked by the Recorder as to their mission, they said that they were here for the purpose of completing the purchase of the road, and having the transfer to the new company they will appear before Judge McDonald tomorrow morning at ten o'clock to complete the sale, and pay the balance of the cash which amounts to \$144,000.

The rolling stock for the new passenger train has been ordered at an expense of \$30,000 and this important addition is expected to be put on about the first of the coming month. No further action has been taken by the judgement creditors nor is there expected to be anything done just at present.

Mr. W.S. Buell, solicitor of the new road, in company with the gentlemen took lunch at the Strathcona and afterwards enjoyed a drive around town. They are a jolly lot of men, any one of whom it is a pleasure to meet, After the sale is completed tomorrow, they will leave by special train for a trip over the road and any necessary improvements that are needed will be promptly attended to.

Map of Proposed Extension in Buell's Office (ER) An immense map is on view in Mr. W.S. Buell's office of the route of the proposed Brockville and Northwestern Railway from Westport to Sault Ste Marie. The railroad portion of the chart is the work of Mr. W.B. Smellie.

In the House of Commons at Ottawa yesterday, a petition was received from the Brockville & Western Railway Co to acquire and complete the Brockville, Westport & Sault Ste Marie Railway.

This one happened in Ottawa and is absolutely true. Our readers will remember reading about the finding of a new born babe near the C.P.R. track at North Nation Mills about a year ago and that the investigation by the authorities disclosed the fact that a child had been born on the train the night previous to the finding of the child.

The following story is based on the above facts.

The telephone rang in the C.P.R. telegraph office at Ottawa and a messenger boy promptly responded to the call of a lady at the other end of the telephone and here is what took place.

The Lady:- Is that the C.P.R.?

Messenger boy - Yes, madame.

The Lady - well I want a berth on the train to Toronto tonight.

Messenger Boy - Well, I don't know. I think you had better call up the C.P.R. station. There was a good deal of trouble about the last birth.

The messenger boy has not since had any advance in his wages.

Thw Canada Atlantic Railway Company contemplates a number of changes in connection with the service on the branch between Hawkesbury and Glen Robertson. They will put on two passenger trains each way which will make the trip in 35 or 40 minutes and will carry no freight whatsoever. They will also endeavor to arrange for the opening of a ticket and express office at some central point in the town of Vankleek Hill. The company find that their passenger traffic is growing and they purpose entering for this increased traffic

The C.A.R. are making direct connection of their tracks from the Lumber Co's saw dust house to the furnace rooms at the pulp mills and the sawdust from the mills will be delivered direct.

Killed at Glen Robertson

Sidney Cluff, son of Capt. Cluff, of No. 9 fire station, Ottawa, was killed on the Canada Atlantic Railway at Glen Robertson, about 10 o'clock Tuesday (24/3) night. Deceased was a brakeman on the C.A.R., and slipped down between two cars of a moving train. The wheels passed over his legs above the knees and he died from the shock and loss of blood, several hours after the accident.

He was about 27 years of age and entered the employ of the company about a year ago. His work necessitated his residing at Coteau, from which place his trips were made in the performance of his duties. It was one of these trips that he met with the accident which cost him his life.

Balance of Purchase Money Paid Over Today Road will Pass Into Hands of Brockville & Northern Railway Co on April 1st. Line to be Extended. (From Thursday's Daily) This morning at 11 o'clock, four gentlemen representing the New York Syndicate which recently purchased the Brockville & Westport Railway, arrived in town and registered at the Hotel Strathcona. They are Messrs Gerkin, Val Schmidt, Chas. F. Holm, New York, and Clarence P. King, Philadelphia. They are accompanied by a stenographer, Mr. Theo de Moulin of New York.

Asked by the Recorder as to their mission, they said they were here for the purpose of completing the purchase of the road and making the transfer to the new company. They will appear before Judge McDonald tomorrow morning, at 10 o'clock, to complete the sale and pay the balance of the cash, which amounts to \$144,000.

The rolling stock for the new passenger train has been ordered at an expense of \$30,000, and this important addition is expected to be put on about the first of the coming month. Nor further action has been taken by the judgement creditors nor is there expected to be anything done just at the present.

Mr. W.S. Buell, solicitor of the new road, in company with the gentlemen, took lunch at the Stratcona and afterwards enjoyed a drive around town. They are a jolly lot of men, any one of whom it is a pleasure to meet. After the sale is completed to-morrow, they will leave by special train for a trip over the road and any necessary improvements that are needed will b promptly attended to.

From Friday's Daily The purchasers of the BW&SSM RR completed their payment for the railway this morning before Judge McDonald when the final report in the matter was made by the master and it was decided that the purchasers go into possession of the road on 1st April. Ten hundred and twenty-four bonds, with face value at \$1,000, were brought up and deposited in the Bank of Montreal, and the balance of the money was paid into the credit of the bank, making the total purchase money now paid by the Brockville & Northwestern Railway Co.

The road will continue to be run by the receiver, Col. W.H. Cole, up till the first of the month, when he will make a final report. His accounts were gone into and the remuneration for his two years and two months service was fixed at \$2,700. The accounts show that the condition of the road has much improved under Col. Cole's management and the receipts have steadily increased.

Mesrs. W.H. Comstock, James Cumming, W.S. Buell, Daniel Derbyshire, R. Bowie and W.C. Fredenburgh of Westport, were elected provisional directors and they will go to Ottawa to interview the government. Messrs Holm and King, two of the members of the syndicate, left for Montreal this afternoon.

Mr. Holm of New York one of the syndicate which has purchased the Brockville & Westport Railway, in conversation with the Recorder today, stated that the extension of the line from Westport in a northwesterly direction would be commenced just as soon as the charter is granted. The intention is to tap the forests of that section of the province and negotiations are already in progress for the establishment of a mammoth furniture factory at or near Brockille, much of the raw material for which will be brought in over their line from the north.

The new train on the B&W will leave here Monday morning at 9:30 for Westport and will reach Brockville on the return trip at 7:05 pm. D.J. Carty will be the conductor for the new train, and Messrs Murphy and Belmont will act as brakemen. Number 1, or the mail train will leave here at four o'clock in the afternoon and will reach Brockville the next day at nine am. Mr. R. Flegg will still have charge of this train with Allan Coburn as brakeman Mr. L. Bennett will be the express messenger. Mr. Geiger received a letter from the post office department in Ottawa this morning asking whether the new train would be run the year round or not, as it would be a good train to carry the mail on. Mr. Geiger said the intention is to put it on until September and if it proves to be a successful venture, it will be kept on the year round.

A rear end pitch in near Calumet caused the death of a brakeman.

In the April 16th, 2003 edition is the column "100 Years Ago, April 9, 1903.

Despite what some of our contemporaries are saying to the contrary, no more is yet apparent on the part of the CPR to either take up the work of extending the line of the PPJ westerly, or undertake the construction of the much talked of branch from Shawville to Pembroke. On the latter route, no surveys have been made as yet, and as this kind of work is generally left to the fall and winter months, it is not expected that anything will be done in that behalf till next fall. With CPR, however, many things are possible, which to a small company are not. They have the means and material at hand at all times to engage in

and carry out a work, of the character mentioned, and as the company keeps its counsel pretty closely, it is merely a matter of conjecture to say what is or is not their intension.

A couple of C.P.R. bridge inspectors travelled over the Egan branch one day last week on a gasoline motor car. They were inspecting the bridges along the line.

A Collision at Calumet

A rear-end pitch-in on the Canadian Pacific Railway, north shore route, near Calumet at 4 o'clock Wednesday morning (8/4). Caused the instant death of brakeman Jos. Burns, formerly of Prescott but recently a resident of Hintonburg.

The collision occurred when the Soo train, going west, plunged into the rear of a freight. The van and three box cars were demolished.

Brakeman Burns was asleep in the van when the pitch-in occurred, and was instantly killed.

Engineer Jack Wilson and Fireman Hanson, of the Soo train, jumped in time to save themselves.

The engine was badly battered up.

Burns' remains were taken in charge of by his brother who brought them on to Ottawa. Mr. Burns brother happened to be at work on the line near where the accident occurred.

The cause of the pitch-in has not yet been made very clear. The freight had just pulled up to take the siding in order to let the express go by, but she did not get clear in time.

The express train was taken back to Outremont and brought up by way of the short line.

The station agent has issued a mandate to the youthful loafers around the station, which meets with the approval of all. It is hoped that those in authority in other public places will do likewise.



Last Thursday night a gang of Italians arrived here to take the place of the striking trackmen. They were in a car at the C.A.R station. A score of boys and young men thought it would be good fun to scare the foreigners so they armed themselves with stones and made an attack on the car, yelling all the while. One of the boys procured a gun and discharged it. As the boys anticipated the Italians took to the bush in great alarm. The next day several C.A.R. detectives arrived in town and got the names of some of the boys who were in the affair. On Saturday, Superintendent Donaldson and a solicitor for the Company laid a charge against Victor Blackwell and a young man named McIntosh. Neither of the young fellows have been discovered since. They have evidently found out that their fun was more serious than they counted upon. McIntosh appeared before Magistrate Thistlethwaite yesterday and pleaded guilty to the charge. He was remanded until Monday next.

24/04/1903 *Renfrew Mercury* *Chalk River* *Arnprior*

Arnprior Watchman. A peculiar accident happened to the west bound C.P.R. local train on Tuesday evening. As it approached the Madawaska bridge the coupling gave way and the locomotive proceeded on its way alone, leaving the passengers to wonder why a lengthy stop should be made at that spot. However, the engine was backed up, safe connections made and the train reached the depot here about half an hour late.

30/04/1903 *Ottawa Journal* *Canadian Pacific*

C.W. Spencer promoted to general superintendent of transportation to succeed Thomas Tait.

03/05/1903 *Athens Reporter* *Westport*

The train crews of the Brockville and Westport Railway made their appearance in new uniforms today.

04/05/1903 *Kingston Weekly British W* *North Lanark*

The incorporation asked by the North lanark railway company is for a line from Blythfield, Renfrew to Ottawa, passing through the townships of Bagot, Darling, Pakenham, McNab, Fitzroy, Torbolton, March, Nepean and Gloucester. A former act is to be repealed.

05/05/1903 *Montreal Gazette* *North Lanark*

The bill to amend the act to incorporate the North Lanark Railway Co., was read a second time

08/05/1903 *Eastern Ontario Review* *Canada Atlantic*

Canada Atlantic Strike

Mr. Jacob T. Schall (Glengarry) at the opening of the proceedings in parliament on Monday asked if the government was aware that there is a strike on the Canada Atlantic Railway and that at the present time there are no section men employed on the road. He also inquired if the government was able to take any action.

Sir William Mulock, minister of labor, replied that the government was aware that there was a misunderstanding between the company and some of its employees and that there was a strike of trackmen. On Friday the strikers committee had asked for the intervention of the department of labor, and the department had offered its services, but no reply had been received from the company yet.

Wednesday morning a gang of 73 Swedes [sic] were sent up the western division of the Canada Atlantic Railway, on the regular train to replace the striking trackmen on the different sections. Several of the men had their families with them and will be given houses recently vacated by the strikers. The Swedes are said to be a superior class of men to the Italians and many of them, according to Chief Engineer Mountain, have had experience in track work, so that they will fit well into the strikers' positions. "I've just returned from Swanton," said Mr. Mountain with a confident smile, "and everything is lovely. The trains are running on time to the minute."

The striking trackmen continue a stiff fight for increased wages. Several from the western division arrived at the strike headquarters in Ottawa today in search of work. The general demand for strong, active men in other lines will make their search a successful one. This move on the part of the men seems to show that they are satisfied that they will have to wait a long time before the company grants higher wages. Disinterested parties who have been over the line say that the foremen are returning to work one by one. Tuesday the men at Valleyfield and Bearbrook took hold of the hand car again, and it is reported that the foreman at Eastman's Springs resumed work Wednesday. The men on the western division, however, are holding out

11/05/1903 *Ottawa Journal* *Prescott* *Chaudiere*

Full account of the fire. Shows a map of the area destroyed.

The Canadian Pacific Railway employees under Mr. H.B. Spencer looked well after their property. As soon as the fire started on the rampage north Mr. Spencer called out all the employees. All the freight in the sheds was loaded into empty box cars and the whole station and sheds were cleared of anything moveable. The cars were then run out on to the main line and over the Hull bridge. Engines were attached to these trains ready to pull them further out of danger if necessary. Not a thing remained in the yard to be burned in the event of the fire reaching the depot except the handsome new station. Fortunately the fire did not reach Wellington Street and all was saved.

The fire wiggled about considerably in its course. On Preston Street it did not come past Maple on the west side and this saved Martin and Warnock's and probably the CPR roundhouse. The Somerset bridge burned early in the day and furnished a pretty sight.

The rail tracks under the Somerset Street bridge were twisted in a most extraordinary manner. In some places the rails were bent double lifting the ties completely out of place.

Eight flatcars loaded with lumber were burned on the sidings south of the Preston Street bridge. (CAR?)

12/05/1903 *Ottawa Journal* *Lachute* *Cement Works*

Construction commenced on Hull Cement Works of the International Portland Cement Company..

The exact position of the buildings have been staked out and also the trackway from the CPR main line.

Rival Applicants for Charters before the Railway committee of the House of Commons

A matter of much interest to the people of Brockville and the County of Leeds engaged the attention of the railway Committee of the House of Commons at Ottawa yesterday when there were taken up as one order the bills of the Brockville and Northwestern, the Brockville and Sault Ste Marie, and the Brockville and Western Railway companies.

The New York syndicate, which recently purchased the Brockville and Westport Railway for \$160,000 000 are the applicants for the two first mentioned. The syndicate is composed of Messrs C.F. Holm, John Gerken, V. Schmitt of New York; and C.P. King of Philadelphia and have associated with them a number of local gentlemen. They ask for the renewal of the old Brockville Westport and Sault Ste Marie Railway Company and that it be incorporated as the Brockville and Northwestern Railway. The local gentlemen representing the company who went to Ottawa yesterday were W.H. Comstock, D. Derbyshire, James Cumming Lyn, Robert Bowie, W.S. Buell and W.C. Fredenberg, Westport.

The creditors of the old BW&SSM RR who have unpaid debts are applying for the incorporation as the Brockville and Western Railway Company, in the event of litigation now pending being successful in giving them possession of the road. They propose to insert in their charter a clause providing for the deposit with the minister of railways of \$50,000 sixty days after they acquire the road to be divided pro rate amongst the construction creditors. A large number of debts for the building of the road and for materials supplied amounting to \$125,000 remain owing to creditors nearly all of whom reside in this county. The largest creditor, James Cooper, of Montreal supplied the rails and the wire for fencing of the railroad and about \$70,000 is due him irrespective of interest.

Messrs H. H. Arnold and W.G. Perish of Athens, John Nelson Knowlton of Singleton, W.B. Smellie of Brockville, and Hutchison and Fisher representing W.J. Webster late of Westport, appeared before the committee asking for consideration of their claims.

The New York syndicate who recently bought the road at court sale now ask for privileges and a franchise, and the Canadian creditors ask that before Parliament grant them favours, they should set aside a fund to pay a fair and reasonable portion of debts incurred in building the road.

S. Barwick, K.C., Toronto, and W.S. Buell, Brockville, appeared for the purchasing syndicate.

Messrs J.N. Knowlton, Newboro James Cooper of Montreal, creditors, also addressed the committee.

The whole matter was gone into thoroughly and referred to a subcommittee to be named by the chairman.

Today's Montreal Gazette gives the following brief report of the argument before the committee:

Mr. W.D. Hogg appeared for the Brockville and Western promoters who he said represented the creditors of the original road which they desire to purchase and operate and extend to Sault Ste Marie and also to construct a bridge over the St. Lawrence. Clause seven of the bill provides that the company shall deposit with the Minister of Railways and Canals a sum of \$50,000 to meet the claims of unsecured creditors other than the proprietors.

After Mr. Hogg had spoken at some length, Mr. Blair (Minister of Railways and Canals of the day) rose and said that the questions at issue between the parties behind the three bills were such as could only be determined by judicial tribunal. He suggested that each party should receive a charter giving it the right to acquire the road when title to it can finally be had. Beyond this, Mr. Blair said, they should not go. If it were necessary, he said, they could annex to each bill a clause requiring the purchaser to pay the claims for labour due on the road which amount to a considerable sum. Mr. Blair suggested that the bills should be referred to a subcommittee for consideration.

Mr. Tarte, Mr. Pringle, and Mr. Gallery and others shared in the discussion.

Mr. Knowlton, a farmer, told of the conditions under which the road had been constructed, "bons" and time checks being issued to the men who worked on the road and who were never paid. Mr. Knowlton made an evident impression on the committee by his appeal for justice to the minor creditors.

Mr. Barwick entered into an explanation of the legal proceedings in the interests of the Brockville and Sault Ste Marie projectors who secured the bonds of the original road and who, he held, were legitimate owners of the property.

Mr. James Cooper of Montreal who had been referred to in the discussion explained the facts of his connection with the road which was that of a merchant providing rails and other construction material for which he was only paid in part. He now holds judgements for the balance. It appears among the applicants for the Brockville and Western Company.

The bills were finally referred to a subcommittee to be named by the chairman.

14/05/1903 The Record, Chesterville Carleton Place Chaudiere

Fire in Rochesterville - great detail.

Between the CAR and the CPR.

There was great excitement at the CPR and, anticipating that the depot would go, Superintendent Spencer and his staff commenced as early as 4 o'clock to get out. Everything moveable, even to the telegraph instruments, was taken out and loaded on to a special freight train, ready to steam out at a moment's notice. All the engines were taken from their stalls at the roundhouse, and a lot of rolling stock were moved to the Hull side. There was a great quantity of freight at the sheds and a part of this was hurriedly delivered. The flames, however, did not get across Broad Street and the whole of the CP property was saved with but trifling damage.

15/05/1903 Athens Reporter Westport Westport

The residents of Westport are very anxious that the Brockville and Westport Railway should erect their pavilion at Westport instead of Delta and are making an effort to have the railway establish their park there. Superintendent Geiger will go out in a few days and will probably settle on its location.

15/05/1903 Eastern Ontario Review Canada Atlantic

The C.A.R. has discharged all the striking trackmen.

21/05/1903 Kemptville Advance North Lanark

FINAL READINGS

To amend the Act incorporating the North Lanark Railway Company. - Mr. Caldwell.

Since the burning of the C.P.R. tool house here, a few weeks ago, and in view of the continued dry weather, the authorities have considered it advisable to put on a night watch to guard against an outbreak of fire catching the citizens unaware. This duty has been efficiently performed by Messrs. Alexandria and Wm. McDonald.

Commencing on Monday of this week the C.P.R. have put on a mixed train, dailt, which arrives from Ottawa at ten o'clock and returns from Waltham about three o'clock in the afternoon. This will materially improve the freight service, regarding which there has been considerable grumbling for some time past.

28/05/1903 *Ottawa Journal* *Canada Atlantic* *shop*

Chief Engineer Mountain of the Canada Atlantic Railway Company has a new gasoline patrol car in use. which, when fully introduced, may revolutionize the work of trackmen. This car is like an ordinary hand car, except that it is fitted with a double cylinder gasoline engine and is capable of a speed of about 30 miles an hour. The introduction of these cars will mean that the section gangs will be larger and that the sections patrolled will be longer than heretofore. The hand work of pumping the old-time hand car is done away with and the section man's work made easier.

These cars will, it is expected, be introduced over the whole system.

The striking trackmen held a meeting at South Indian last evening. The situation between the men and the road remains the same.

28/05/1903 *Merrickville Star* *Brockville and Ottawa* *Merrickville*

#### FIFTY YEARS AGO

The following items are taken from the Brockville Recorder files of Nov. 24, 1853.

Mr. Watson, managing director, and Mr. Hervey, secretary of the Brockville & Ottawa Railway, visited Merrickville at the request of E. H. Whitmarsh, reeve of the township of Wolford, for the purpose of explaining to the council the plan for the construction of a branch from Merrickville to some point on the line of Railway between Brockville and Smith's Falls which was to be submitted to the directors of the Brockville and Ottawa Railway at their next meeting. The meeting was largely attended. Before the meeting a very great amount of prejudice existed [sic] against connecting with the Brockville line as a prior feeling in favor of the Montreal, Kemptville & Perth line which was agitated the previous winter, had preoccupied the minds of the people in that section of the country. After hearing the explanations from the gentlemen referred to, a complete change in favor of the branch line to connect with the Brockville & Ottawa road took place, and when the question was put to the meeting, only two voted in the negative. As a result, a by-law authorising a loan of £25,000, was introduced and passed by the council in aid of the construction of the branch road, to be submitted to the people on Dec. 16. Speeches were made at the public meeting referred to by Messrs. A. Merrick, J. L. Read, E. H. Whitmarsh and other gentlemen, and the whole proceedings terminated with a hearty . vote of thanks to Messrs. Watson and Hervey.

29/05/1903 *Eastern Ontario Review* *Montreal and Ottawa*

The C.P.R. train due in Ottawa over the short line at 7 o'clock Tuesday evening, did not reach the city until after 10 o'clock. The cause was a broken piston rod on the engine. The rod broke a few miles from "The Brook" station, and caused a general smash up. The drive bars pulled loose and flew around like the wings of a wind mill, tearing the side off the cab and badly damaging the upper part of the locomotive. Pieces of the engine were strewn along the track for a mile or more. At the time the accident occurred the train was running fast and before Engineer Henry could get her shut down he was badly burned from escaping steam. Fortunately the engine did not leave the track, or there would have been a serious accident.

As it was a light engine was sent out from Ottawa to bring the train to the city.

29/05/1903 *Renfrew Mercury* *Chalk River* *Almonte*

From the Almonte Gazette. The C.P.R. carpenters are this week engaged in making an enlargement at the freight sheds --When the improvements are completed the shed will be fifty feet longer and will have sixteen feet more platform.

30/05/1903 *Ottawa Journal* *North Lanark*

The North lanark Railway delegation asked of the Ontario Government a bonus from Arnprior to a point a short distance above Calabogie, about twenty-six miles. They did not request a bonus elsewhere, because the other portion of th eproposed line will parallel an existng road.

03/06/1903 *Athens Reporter* *Westport* *Forfar*

A serious accident occurred at the Forfar railway crossing on June 3. There was a bush fire near the track, and the B&W brought a load of men from Westport and Newboro to fight the fire. After the fire was put out, the light engine was backing to Westport when it ran into a rig driven by H. Myers accompanied by Anson Connell, and another gentleman and drawn by a fine matched team of horses. One of the horses was killed outright and the other was so badly hurt it had to be shot later. The wagon was badly smashed and the three men were all thrown into the ditch suffering cuts and severe bruises, Mr. Connell being hurt the worse. It is a miracle all were not killed.

04 June 1903 (ER) Horse Rig Hit at Forfar Yesterday afternoon as the light engine was backing to Westport after having put the bush fire at Elgin out, it ran into a rig drawn by a team of horses at Forfar crossing, The team was owned by Mr. Thomas H. Myers and seated in the rig with him was Anson Connell and another gentleman. One of the horses was killed outright and the other was so badly hurt that it may have to be shot. The gentlemen in the rig escaped serious injuries, but Mr. Connell sustained a few slight bruises. The wagon was badly smashed. The escape of the gentlemen is miraculous.

05/06/1903 *Eastern Ontario Review* *Renfrew*

The C.A.R. will be extended from Whitney to Sault Ste. Marie,

05/06/1903 *Renfrew Mercury* *Canada Atlantic* *Ottawa*

An innovation in railway work in the Ottawa district was introduced by Mr. G.A. Mountain, chief engineer of the Canada Atlantic Railway, who pulled out of the Central station on his new gasoline motor car, known officially as the chief engineer's inspection car. On several American roads the gasoline car has succeeded the ordinary section car driven by hand.

10/06/1903 *Ottawa Journal* *Maniwaki*

Good progress on the Maniwaki line.

New track expected to be completed in the fall. Bush fires out.

Mr. Guy C. Dunn, Chief Engineer on the Maniwaki extension of the Ottawa, Northern and Western branch of the C.P.R. stated yesterday that the conditions for working this season were exceedingly good. The dry weather has prevented the usual prevailing nuisance, black flies, and thus the men are making progress in comfort.

The work on the line grading and rail laying is progressing very rapidly and should be all completed early this fall. There has been a lot of rock cutting to do at points along the extension. This work has been all completed and now the work is being rushed.

William Donald Munro.

During the past week the Ottawa Electric Railway has appointed what is known as a chief conductor.

The office is a new creation and has been filled by Conductor William Donald Munro who has been with the company since they ran their first car eleven years ago and for one year before that he was employed with the old horse car line.

Chief Conductor Munro has thus served twelve consecutive years in the employ of the road and has the proud reputation of never having been suspended for a single hour during that time. He is always polite yet firm, always reliable and attentive to his duties. In uniform he is neat and as clean as a new pin, an all round first class conductor.

Mr. Munro was born in Quebec 35 years ago and came to Ottawa when 13 years old. He obtained his education in the public schools of Ottawa and took early to work to earn his own living. He was only 23 years of age when he took his first car.

Mr. Munro's parents were from Inverness, Scotland and came to Canada among the early settlers. They removed from Quebec to Morrisburg, and subsequently to Ottawa where they resided and raised their family. Both of Conductor Munro's parents died some time ago.

Conductor Munro lives at 135 Creighton Street, is married and has four little boys. He had the distinguished honour of being selected as conductor on the car which carried the Duke and Duchess of Cornwall and York to the slides and again from Rockcliffe to Government House after the luncheon at the shanty.

His promotion has brought him many congratulations from friends and fellow employees.

There is a drawing of conductor Munro in a uniform cap with the badge number 40.

*19/06/1903 Renfrew Mercury*

*Chalk River*

*Almonte*

From the Almonte Gazette. C.P.R. Contractor Munro was in town again this week in connection with the new station. He is very bust at present, and does not expect to find time to attend to the job. Mr. A.C. Gilmour has entered a tender for the work.

The suspense of waiting until Thursday to tell the people that it is coming has been killing. It's the new station in Almonte, and there is no mistake this time. The plans arrived this week, and are now in the hands of the tenderers. The building is to be of stone and will be ten feet longer than those in Arnprior and Renfrew. It is not possible to form much of an estimate of its size but it is going to be a dandy. There is only one thing which detracts from the general brightness which the news caused in the town, and that is the long, woeful countenances of the knockers and pessimists who persisted in giving vent to the darkest prophecies in regard to the prospects of having the new building in spite of all the small straws which showed the way the wind has been veering for some time past.

*20/06/1903 Athens Reporter*

*Westport*

*Forthton*

(Westport Mirror 20 June 1973 Athens 70 years ago) Forthton Fairgrounds Burned from B&W Spark - Fourth Fire Within the Week The sheds on the old Fair Grounds at Forthton were burned after a spark from the B&W landed in some dry grass nearby. The same thing happened on the farm of R.C. Haskins near Elgin. The woods caught fire after the train had passed, and it took 40 men drawing milk cans of water to control it. This is the fourth fire the engine has started within a week.

*25/06/1903 The Equity, Shawville*

*Pontiac Pacific Junction*

*Shawville*

Every is being made by the C.P.R. officials to afford the best accommodation to those who attend the excursion on Saturday. Coaches will be left at the Shawville station the night previous. In order to avoid any rush when the train arrives. Excursionists will confer a favor by having even change when purchasing their tickets so that there may be no delay or confusion from this source.

*27/06/1903 Ottawa Journal*

*Renfrew*

*Nepean Yard*

Mr. Booth's new piling ground

Plans for new railway line filed.

They will run from Parry Sound Railway track to the McTiernan Farm. To be laid at once.

Mr. J.R. Booth will establish a new lumber yard outside the city limits on the McTiernan Farm, which he recently purchased. Yesterday, the plans for a railway line into the farm from the Parry Sound tracks were filed at the Registry Office and at the next meeting of the Railway Committee of the Privy Council application will be made for their approval.

The track to the new piling grounds leaves the Parry Sound road three quarters of a mile above the Merivale Road and runs direct to the McTiernan Farm. The farm will be laid out as a piling ground and the tracks laid through it. The work of constructing the new branch to the new piling ground will be commenced just as soon as the rails can be procured. The rails have been ordered. The ground from the Parry Sound track to the new piling ground is very level so there will not be any extra labor in laying the track. The new piling ground will be about two and a half miles from the city limits.

02 July 1903 E.A. Geiger resigned as superintendent of the B&W Railway (Verify Date) W. J. Curle of the CPR is appointed to the vacancy. The change will take place tomorrow.

The railway and business circles of the town will be somewhat surprised to learn that on Saturday last E.A. Geiger, who for the past sixteen years has been connected with the BW&SSM Railway and later the BW & Northwestern Railway has resigned the position of superintendent and general passenger and freight and that the general manager, Mr Martin Zimmerman of New York, who with his family is now spending the summer at Newboro, has appointed Mr. William Curle CPR agent at this place to the position held by Mr. Geiger.

When seen by the Recorder, Mr. Geiger had nothing to say, other than that he would relinquish his position to his successor in a day or two . Asked what his course for the fixture was he did not care to state for the present although he will spend some time on the lakes with his family. Mr. Geiger came here from Hamilton in 1888 where he had been principal and proprietor of the Hamilton Business College to accept the position of private secretary to Mr. R.G. Hervey, at that time president and general manager of the BW&SSM Railway. Later he was appointed auditor. In 1891 Mr. Geiger was made secretary of the company. In 1893 he became general passenger agent. His ability and foresight were recognized which led to his appointment as superintendent on the retirement of the late Mr. James Mooney through ill health and at the time of the purchase of the road by the present company he held the position of superintendent, general freight and passenger agent and treasurer. (E.A. Geiger married Jessie A. Beecher, daughter of G.M. Beecher, Brockville, 24 April 1899 Verify This).

When the new company was formed, Mr. H.W. Gennerich of New York, was elected treasurer though all accounts were settled by the superintendent. Since his appointment as superintendent in February 1901 the traffic earnings have increased over fifty percent, the roadbed is in better condition now than ever before, and the little line seems to be booming. The advertising of the Rideau, Beverly and Charleston Lake regions and the establishment of a park at Delta have done a good deal for that part of the country as well as for the road.

William J. Curle, the new superintendent of the road, is a Brockville boy born and bred, being a son of the late James Curle His railway career extends over a period of twenty-four years. In 1880 he accepted a position of call boy on the Grand Trunk. He had the instincts of a successful railroader and this knowledge he displayed soon won for him the position of car checker. Later he was promoted to be freight checker and in 1885 while holding this position, he was offered and accepted the position of section foreman with the CPR and has ever since been continuously with that company. From section foreman he was promoted to yard master and train dispatcher, all positions of which he held here with the exception of a few months he put in at Smiths Falls and Carleton Place. His last promotion was in December last when he was given the billet of general agent for the CPR at this place, a post he was holding with credit to himself and advantage to the company up to the present. His knowledge and experience will suitably fit him for the responsible position he has just now been called to and accepted. His successor as agent for the CPR has not yet been named.

03/07/1903 Eastern Ontario Review Prescott

North Bay, Almonte and Prescott are on the C.P.R.'s list for new stations.

08/07/1903 Ottawa Journal Ottawa Electric

Mr. Frank McDonald, driver for the Ottawa Dairy Company collided with car No. 21 at the corner of Percy and Gladstone this morning.

09/07/1903 Chesterville Record Chalk River Pembroke

Wreck averted with lantern and red handkerchief

An Ottawa despatch says: The Pembroke local on the CPR had a narrow escape on Wednesday. When within a mile of Pembroke the engineer noticed the glimmer of a red light a short distance ahead and applied the air brakes. The train was brought to a standstill and upon investigation it was found that three telephone poles had been blown down by the storm and were lying across the track. A high board fence used to protect the track from snow drifts was also lying on the rails. The red light was found to be an ordinary lantern, around which a red handkerchief had been tied by a man named Legge, a factory employee at Pembroke.

09/07/1903 Chesterville Record Ottawa Electric

Francis Focte, the street railway conductor convicted on two charges of using the "digger" to extract fares from boxes, was sent to the Central prison today for one year. It will be appealed on the ground that the detective taunted and invited him to use the "digger".

09/07/1903 Ottawa Journal Renfrew Nepean Yard

The firm of J R Booth will about the beginning of next week commence laying the rails for the road to the new piling round at the McTiernan farm. It is said in some quarters that an effort will be made to have Mr Booth erect an overhead crossing over the Merivale road, but he does not anticipate any trouble about this. The directors of the road company and Mr Booth agreed on a crossing the other day and this will likely be proceeded with unless active measures are taken by some one to prevent the construction of the road.

12/07/1903 Ottawa Journal Ottawa Electric

Accident, man run down by car 233 and brought to town on 231, Britannia line.

15/07/1903 Athens Reporter Westport

The railway Committee of the House of Commons has reported the bill authorizing the purchase of the B&W by the American Syndicate and rejected the bill of the creditors who sought power to purchase.

17/07/1903 Ottawa Journal

Aldermen inspect the piling grounds.

This is an account of a tour made to inspect all piling grounds in the city.

Booth - Concession street. Concession street to Carling. Around Bell Street school, stable on Lebreton Street.

Export Lumber - danger to Little Italy.

Shepherd and Morse, the old Mason mill. Mostly outside of city limits.

Chaudiere yards.

W.C. Edwards on Sussex, Cumberland south of Sussex.

18/07/1903 Ottawa Journal Carleton Place Chaudiere

Circus Train Crew in Melee at Union Station

Colored tent man found dead on top of elephant car. Train crew maltreated by circus gang.

Full details - may have struck a bridge, elephant car higher than other cars.

22/07/1903 Ottawa Journal Canada Atlantic

Account of a high speed run over the CAR to Montreal. 100 mph was reached between Vaudreuil and Dorval. Loco 618, engineer Ferguson.

**24/07/1903 Renfrew Mercury Eganville Eganville**

From the Eganville Star Enterprise. A work train in charge of Mr. A. Price of Pembroke was here last week gathering stone to fill in the wash-out on the local C.P.R. branch at Eganville Junction. We are informed that it is the intention of the company in the near future to fill in the trestles on the Eganville branch line. A steam shovel was to be placed this week near Haley's station, where gravel for the purpose will be obtained. Carpenters are now at work repairing the trestles.

**27/07/1903 Ottawa Journal Pontiac Pacific Junction Shawville**

The heaviest downpour the city has had for some time occurred last Saturday afternoon.

In the vicinity of Shawville where it played a trick with a C.P.R. railway train on the Pontiac division about four miles west of Shawville, causing its derailment. The heavy cloudburst caused the track where it passed through a deep cut to be covered with sand to a depth of about three feet and when the engine struck this bank it was knocked off the rails. Fortunately the train was not moving very fast at the time and very slight damage was done. Assistance was sent out from Ottawa and the engine lifted on to the rails.

**31/07/1903 Renfrew Mercury Eganville Eganville**

At last the C.P.R. trestle is being filled in. A large gang of men with a work train are now engaged on the work. The gravel is obtained from a pit near the Exhibition Grounds. We understand it is the intention of the company to put the Eganville branch line in first class condition, so that the run from here to Renfrew can be made in forty minutes, instead of an hour and fifteen minutes as at present.

**31/07/1903 Athens Reporter Westport**

Excursion Business Booming (ER) On the line of the Brockville and Westport Railway. Supt Geiger of the B&W has been kept busy this summer judging from the amount of travel over the Old Reliable but the season is hardly half under way. The action of the officials in promptly handing excursions and insuring safety to the passengers has won for them a good share of the business. Mr. Geiger has completed a list of the forthcoming excursions as follows:

Thursday, July 30th - Elgin Methodist church excursion to Brockville and thence by steamer Brockville to the Thousand Islands.

August 5th - St Paul's church Sunday school to Beverley Lake.

August 10th - George Street church Sunday school to Beverley Lake.

August 12th - St Francis Xavier school to Beverley Lake.

August 19th - Trinity church Sunday school to Beverley Lake.

August 20th - AOUW excursion to Beverley Lake.

September 7th, Labor Day - First Presbyterian church Sunday school to Beverley Lake.

The pavilion erected by the railway company at Beverley Lake is finished and workmen are now engaged putting on the finishing touches of paint. The building will add greatly to the attractiveness of the place and will be found both useful and handy in more respects than one.

**10/08/1903 Ottawa Journal Maniwaki**

Good work on the extension

The O.& N.W. railway line to Maniwaki.

Expected to be open for traffic early this fall.

Mr. Guy C. Dunn, engineer in charge of the Ottawa, Northern & Western Railway extension to Maniwaki, said today that he expected to have all the grading of the new road completed this week. The rail laying is almost completed so that this road will be in operation early this fall.

More.

**21/08/1903 Ottawa Journal Hull Electric Aylmer**

The Aylmer Car Line was unable to Handle Traffic

With a crowd of about 7,000 people to deal with and accommodation for not more than half that number was the proposition the Hull and Aylmer Electric Railway officials were to face last night.

Power was low and erratic.

Twenty five cars and even a steam train of five coaches pressed into service. From 7 o'clock in the evening the landing under Dufferin Bridge was crowded and as quickly as a car came along it was jammed in an instant and scores left behind to try their luck later.

By 8.20 the steam train was pressed into service.

More.

Heavily loaded cars were unable to make the grade at the Hotel Victoria. In one case it took one hour and a half to go from the park to Aylmer.

About 11 o'clock it was decided to again bring the steam train into requisition.

Cars were kept busy until 2 o'clock when the last of the crowd was brought in tired and vowing that they would not get caught in such a fix again.

More

OER had additional cars waiting at Dufferin bridge to take people home.

**21/08/1903 Eastern Ontario Review Vankleek Hawkesbury**

Hawkesbury. There was an accident in the C.A.R. yards here on Saturday afternoon last (15/8). Two cars were derailed and damaged. The wrecking gang from Ottawa was sent for and arrived about 8 p/m/ The wreck was cleared by Sunday morning.

**27/08/1903 The Equity, Shawville Renfrew Barrys Bay**

The C.A.R. Co. propose to build a spur line of railway from Barry's Bay station to the wharf on the Bay to facilitate the hauling of product of the corundum mines.

**28/08/1903 Eastern Ontario Review Chalk River Almonte**

The C.P.R. will build a new station and new yards at Almonte.

**28/08/1903 Renfrew Mercury Chalk River Almonte**

From the Almonte Gazette. Again there is something interesting to make public concerning the new station which the Gazette predicted would be built this fall. The contract has been signed and Mr. A.C. Gilmour of this town is the successful tenderer. The plans have not been returned to town yet but will be here in a day or so and work will commence at once. The new building will be a model one and one of the largest along the line. More complete information will be given next week. Mr. Gilmour has until the end of November or perhaps longer to complete the work. Nor is the station all. The C.P.R. has decided to build modern cattle yards at Almonte to accommodate the large number of cattle and hogs which are shipped from this town annually. The new yards will cost in the neighbourhood of \$2,000 and will probably be constructed on the opposite side of the track from the present yards.

B&W Church St Station Robbed (ER)

The Station Entered and a Small Amount Stolen. It is some time since a local burglary has been reported to the police, but this immunity was broken last night or this morning, the premises ransacked being the Brockville and Westport Railway's Station. The agent, Dennis Downey, is always careful in locking up the place and seeing that everything is secure but last night was the first occasion that he ever left any money at the depot, always depositing the cash at the head office and although the amount taken \$10.90 in all, is not what could be called a good haul, still if there had been more money there it is altogether likely it would have been missing this morning just the same.

The thief or thieves first got an entrance into the place by breaking a window which allowed them the entrance to the baggage room. This they thoroughly ransacked, but evidently did not find anything to their liking, so they decided to try the office. From all accounts they were not lock pickers, retiring from the baggage room the same way as entering. From the outside they removed the putty from a pane of glass and reached the ticket office this way. Once in they had an easy access to the till which contained the cheque belonging to Mr. Downey. The six cents were all in American pennies and the cheque was left undisturbed, the burglars getting off with ten one-dollar bills, a half-dollar, a quarter, a ten and a five cent piece. The police are working on the matter and are of the opinion that the burglary was committed by someone with a knowledge of the place.

09/09/1903 *Athens Reporter*

*Westport*

B&W Church St Station Robbed (ER) The Station Entered and a Small Amount Stolen. It is some time since a local burglary has been reported to the police, but this immunity was broken last night or this morning, the premises ransacked being the Brockville and Westport Railway's Station. The agent, Dennis Downey, is always careful in locking up the place and seeing that everything is secure but last night was the first occasion that he ever left any money at the depot, always depositing the cash at the head office and although the amount taken \$10.90 in all, is not what could be called a good haul, still if there had been more money there it is altogether likely it would have been missing this morning just the same.

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11/09/1903 *Almonte Gazette*

*Chalk River*

*Almonte*

The station property is the scene of a business-like activity these days. On Monday the first sod was turned on the new station. The work is progressing apace. Materials are gradually accumulating. The dressed stone, at least a portion of it, has arrived. Sand and building stone are also on hand.

12/09/1903 *Ottawa Journal*

*New York Central*

*Harrison*

Mr. John I. Shaver, father of Mrs. George Eaman, 320 Concession Street was killed at Harrison, Ont. yesterday morning by a train on the Ottawa and New York Railroad. Mr. Shaver was 84 years of age and quite hard of hearing. He was crossing the track at the station and did not hear an incoming train. He was struck by the locomotive and killed. Mr. Shaver is survived by a widow and four children. Mrs. Eaman left to attend the funeral of her father.

14/09/1903 *Ottawa Journal*

*Renfrew*

While unloading a lot of cattle for the Central Canada Fair yesterday morning the staff of Senator Edward's Rockland Farm lost a valuable heifer as a result of the unsuitable arrangements at the Canada Atlantic yards at the Elgin Street station. The heifer, when she got out of the car, started to run and succeeded in passing the boy who was at the point where the cattle could get on the tracks. She then ran across the yard and in front of a shunting train which struck the animal and knocked her into the mud hole where the excavation is being made for the subway. Although the heifer was extricated at once she died shortly thereafter from the injuries received.

More.

Facilities not adequate - long way to drive cattle.

Exhibiting sheep They said that their sheep had run right under the shunting trains at the depot and they thought they were done for.

President Hutchinson was asked why the petition sent in last year had not been attended to. He explained that he had gone so far as to have the track site surveyed and had got an estimate from Mr. Booth as to what it would cost to have the track laid down. It had been dropped for want of funds. It will cost in the vicinity of \$7,000 to lay the siding to a point about one hundred yards from the main gateway on Bank Street and it is probable that the matter will be urged before the city authorities this year so as to have the funds provided for the siding for next year.

17/09/1903 *Ottawa Citizen*

*Montreal and Ottawa*

*Central Depot*

Strathcona special

Engine left the rails and plunged madly.

Sir Donald's car, the Cornwall, however remained upon the tracks - the High Commissioner and party went on to Montreal.

Perhaps it did not want to leave town without seeing the fair, perhaps the rails spread, perhaps the switch was open but the fact remains that C. P. R. engine number 553 which pulled out of Central Station for Montreal yesterday at about 6 p.m. left the track went about 250 ft from Laurier a bridge and after plowing madly through ballast and ties stopped within about 16 feet of one of the bridge trestles. The engine was pulling a special consisting of a baggage and the special car Cornwall, bearing Lord Strathcona and party, who were on the return journey to Montreal. The Cornwall did not to leave the track and engine number 379 which had just arrived from Pembroke took it down the line, Lord Strathcona and party being only delayed for a short time. Nobody was hurt.

Engine number 553 is a heavy cross compound, six coupled locomotive which was once used in pulling the Imperial Limited. Her left-hand drivers were sunk about 18 inches into the track and it took nearly 12 hours to get her on the rails again. The main line was not blocked and traffic was not delayed in any way.

Last night nobody seemed to know with any degree of certainty the cause of the accident. Engineer Laurier said there was nothing on the track, the switch was as it should have been and he was going at the usual rate of speed. The most probable theory is that instead of taking the switch one of the wheels of the locomotive mounted the wrong rail and through the whole gearing off. The appearance of the track justifies this explanation.

## RAN OFF IN THE STATION YARD

## STRATHCONA'S SPECIAL LEAVES THE RAILS.

The Aooident was not Serious and High, Commissioner's Car Kept Track.

Some unknown agency yesterday evening derailed the C. P. R. engine hauling the private car Cornwall, with Lord Strathcona on board, Juat as It was leaving the Central depot on its way to Montreal at 6.25.

The engine waa No. 553. a cross compound, snd was in charts of Engineer E. Sayer at the time of the accident. No on was hurt and Lord Strathcona perhaps the most unconcerned of the lot was only delayed an hour in his departure.

Mr. Mehan, the Canada Atlantic train maater.was standing alongside of the track about 260 yards north of the Laurier bridge end right at the cross over when the engine dropped off. This morning he said that the switch was positively in proper position snd so far a he could see there was absolutely no reason for the engine leaving the track. It was lucky that she had not got up much speed, for as it was the engine dug her nose into the track and plowed it up for over a hundred yards. No on was hurt and the engin was not at all damaged.

The cars did not leave the track and as soon as the C. P. R. could get. an engine around from the Union Depot round-house they were pulled back and got under way again.

The accident did not delay the trains, although it blocked one track. By three o'clock thla morning the engine had been set back on the rails and the track cleared up.

17/09/1903 *Ottawa Journal**Renfrew**Bank Street*

Car No, 222 of the OER crashed through the gates and into a freight train standing on the Bank Street crossing this morning at 7.40.

Motorman said rails were greasy.

More.

18/09/1903 *Renfrew Mercury**Chalk River**Almonte*

From the Almonte Gazette. The station property is the scene of business-like activity these days. On Monday the first sod was turned on the new station. The work is progressing apace. The materials are gradually accumulating. The dressed stone, at least a portion of it, has arrived. Sand and building stone are also on hand.

21/09/1903 *Athens Reporter**Westport**Athens*

A fatality happened on the Brockville and Westport Railway this morning, the regular express which left here at 9:30 striking and killing a man named Thomas Reid in front of the House of Industry between 10 and 11 o'clock. The particulars of the accident are meagre as doubtless no one saw the man killed but the crew of the train who are yet out on the road and will not return before six o'clock this evening, but in conversation with Manager Steacy, of the House of Industry, this afternoon, the following is gleaned.

Reid, it seems, who was about 71 years of age, has been an inmate in the institution for some time, has friends in Perth paying his board and otherwise providing for him. This morning he was out taking a walk around the building as was his custom. He was doubtless standing alongside the railroad track closeup to the rails, and probably may have stepped back not hearing or thinking of the approach of the train. He was evidently struck by the bumper beam of the engine for he was not mangled in any way except a small gash on the head from which blood flowed freely. He was picked up from the platform which runs out from the building at once, and medical aid was summoned but he was fatally injured, only living about five minutes after the accident. As soon as the accident happened, the train which was in charge of conductor Flegg was immediately brought to a standstill.

Manager Steacy immediately notified Inspector Richardson of the accident who in turn notified Coroner Jackson. The latter left for the home this afternoon. It was not known yet whether he will hold an inquest or not. The deceased came to the home from Carleton Place. He leaves besides his wife a grown up family. The funeral will take place at the home tomorrow afternoon, the remains being interred there, the family having notified the manager that they will pay the whole expenses.

24/09/1903 *Athens Reporter**Westport*

The Senate yesterday (23 September 1903) passed the act of incorporation of the Brockville, Westport and Northwestern Railway Company confirming the title of the purchasers of the Brockville, Westport and Sault Ste Marie Railway and empowering them to extend the road to the Soo and North Bay. The prolonged fight of the creditors of the old company has resulted in an arrangement whereby the representatives of the estate of the late James Cooper have agreed to share up with the other creditors the balance of the unearned government subsidy on the old road of which Mr. Cooper had an absolute assignment and all parties have joined in an application to Parliament to revote such subsidy.

This subsidy was not paid Cooper because the old company never brought the road quite up to government standard. This the new company agrees and are bound by the act of incorporation to do within a limited time. This appears to be a happy solution of the matter. The genuine construction and labour creditors of the old company will, if the subsidy is revoted and earned, receive about twenty five percent of their original claims. The litigation over the matter has also been cleared up and action of one Vollman to set aside the sale having been dismissed from the courts in Toronto last week. The new company, now that all opposition has been withdrawn, will it is said at once make preparations for an early extension of the road. In fact an engineer of the new company has already made a preliminary survey of the first five hundred miles of such extension.

24/09/1903 *Chesterville Record**Westport**Brockville*

A fatality happened Monday morning on the Brockville and Westport Railway when the outgoing express struck and killed a man named Thos. Reid, aged 70 years, an inmate of the Leeds and Grenville House of Industry. Reid, who leaves a widow and family, was committed from Carleton Place.

25/09/1903 *Athens Reporter**Westport**Forthton*

An amusing incident took place a on the B&W Railway at Forthton last evening and the passengers on the afternoon train had all kinds of fun for a few minutes. The train left here an hour late and when at Forthton engineer Begley saw a cow right in the middle of the track near the bridge. He blew his whistle frantically but the animal would not move. The train had to be brought to a standstill to avert what might have been a serious accident. The fireman got off the engine to chase the cow off the track but the animal was not to be chased, and instead took after the fireman who jumped into a swamp up to his neck to save getting his bump. Together with the engineer, he returned to make another attempt at getting the animal out of the way, but such was not the case, the cow chasing the two of them back to the engine. Finally as a last resort the crew of the whole train took a hand. in the affair and after a lot of work and the pronouncing of adjectives that would not look well in print the obstinate cow was removed from the track so that the train could pass.

25/09/1903 *Eastern Ontario Review**Carleton Place**Stittsville*

A deliberate attempt was made to wreck a C.P.R. train near Stittsville on Tuesday. A tie had been placed in one of the cuklverts. A tramp has been arrested on suspicion.



## RAILWAY ACCIDENT IN THE RIDEAU YARD

Sault Express in a Head-on Collision with Standing Freight Train Near City Limits. Miraculous Escape of Crews and Passengers. Only Four Injured, None Seriously.

Includes a picture and caption

The Sault express of the C.P.R. due in Ottawa at 1.15 on Sunday morning, collided head-on with a freight at Rideau yard about one and a quarter miles from the Central depot, and created one of the worst railway smash-ups that has occurred in the Ottawa district since the wreck of the Toronto train near Stittsville in 1897.

No one was killed, although there were some miraculous escapes.

Only four were injured. They were: R. Thompson, Dominion Express messenger, Montreal, cut about the head and nose broken.

Edward King, C.P.R. baggage man, Montreal, spine injured and badly bruised.

Michael J. Doherty, 69, Richmond road, Hintonburgh, near Ottawa, injury to head and sprained ankle, also badly bruised.

G. Gohey, brakeman, Hintonburgh, slightly scratched about the head.

The cause of the accident is said to be due to the neglect of the conductor and engineer of the freight, who were on the main line, when, according to the officials, they should have been on the siding.

General Superintendent J. Osborne, who came up from Montreal yesterday at noon, gave out the statement that: "No. 7, the Soo express, was running on her own time when she collided with a freight standing on the main line at Rideau yard. The freight crew had exhausted their orders and should not have been on the main line. The crew of the Sault express are exonerated."

The collision that took place at 1.06 on Sunday morning, and the escape of the passengers and train crews was nothing short of marvelous. The baggage and express car was completely demolished and ten feet knocked off the end of a colonist car which was full of Swedish immigrants. None of the immigrants were injured, although the timbers were thrown clean to the back end of the car. The passengers in the four last cars beyond being badly jarred were not injured.

The escape of Express Messenger Thompson and Baggage man King with their lives was the most miraculous feature of the wreck. They were asleep when the trains struck and in different apartments. When found after the wreck they were piled in together under the tender of the express engine amongst the baggage, express goods and broken timbers of the car.

The baggage car telescoped on the engine, leaving the roof on top of the tender and the two engines. Both locomotives stood straight on their wheels. The tender of the express engine was hoisted on end, while the tender of the freight engine was thrown off the track completely on its side. The cab of the freight engine was torn off and the smoke stack and valves stripped. It is only fit for the scrap heap now. The other engine will likely be repaired. The loss to the company will be \$1,17,000.

## THE COLLISION

When the express struck the freight it was running at about 25 miles an hour. The freight was standing still. The crew of the express train was made up as follows, Engineer, M. J. Doherty; fireman, J. Welsh; Conductor, W. A. Macintosh, Montreal; baggage man, Ed. King, Montreal; express messenger, R. Thompson, Montreal; brakeman, W. F. Galt, Division street, Ottawa; and G. Gobey, Richmond Road, Hintonburgh.

The freight crew were all Prescott men, as follows: Engineer, J. Dolman; fireman, A. Moser; Conductor, W. Horan; and brakemen, W. Hall and J. Wallace.

## TRAINMASTER'S STORY

The particulars of the accident as given to The Journal by Mr. F. M. Spaidal, trainmaster of the C.P.R. at Ottawa, are as follows:

"Conductor Horan and Engineer Dolman when they arrived at Chaudiere Junction from Prescott before eleven o'clock, were given an order to proceed to the Rideau yard and work there until 12.50, ten minutes before the Sault express was due. When this order expired they should have put their train on the siding and walked up to the tower house, about two hundred yards away, for more orders. There is a 'Y' at the tower house which takes them down to the Sussex Street yard, and before they come out from the Rideau siding they should get orders to let them out. This they did not do. But instead worked until 1.05 when they were on the main line preparing to pull out to the 'Y'. They apparently forgot about the Sault express until they heard her whistle at the tower.

"Conductor Horan says that when he heard the whistle he was halfway back to his train and turning he ran out and signaled by his lantern to the driver of the Sault express to stop. Driver Doherty as soon as he saw the lantern reversed and threw on the emergency brake. Spaidal also says that at that point the driver of the express could not distinguish by the headlight of the freight whether he was on the main line or the siding, and as the freight had no business on the siding and Driver Doherty of the express had a clearance for the Central depot he was justified in running ahead. The track should have been clear for him.

## THE TRAIN CREW

Driver Dolman and Conductor Horan of the freight train were both seen by The Journal last evening, but neither had a word to say.

Driver Dolman has been in the employ of the C.P.R. for over thirty years, and this is his first accident. Conductor Horan is a much younger man, but has been on the road for twelve years without a mark against him. They were both considered trustworthy men.

Driver Doherty of the Sault express is also an old-timer. When seen last evening he was in bed at his home. He said that he remembered very little about the accident except that he saw the lantern when about three car lengths away and threw back the lever and put on the emergency brake. He said that he did not know whether he jumped or was thrown out, at any rate he landed on his head and shoulder. His head is severely scratched and he complained of feeling sore and his ankle was sprained. He considered that he had a very lucky escape. He says he thinks his fireman jumped. He got away without a scratch. Express Messenger Thompson went back to Montreal yesterday afternoon and was not seen.

Dr. J. F. Kidd, who is attending Baggage master King, did not allow anyone to see his patient as he said it was better not. He is very badly shaken up. Conductor Macintosh and his brakeman were in the train and did not know that there was anything doing until the brakes went on and there was a sudden jerk that threw them endways.

## HELP TO INJURED

As soon as possible after the accident, in fact as soon as they could get to a telephone, the C.P.R. officials called up Dr. J. F. Kidd, Dr. F. W. Burkett and Dr. Scott, who went promptly to the scene. Dr. Arthur of Sudbury, who was on the train, also buckled in and looked after the needs of the injured men.

The first thing to be done was to look for the express man and the baggage man. They were found in the pile of debris as described before. Both were conscious when found, but complained that they were feeling sore. They were taken to St. Luke's hospital and attended to. Yesterday morning Thompson left the hospital and went back to his home in Montreal. King is still in the hospital and will be laid up for a week or so. Engineer Doherty will be around in a couple of days.

The wreck was talk of the city yesterday and as early as six o'clock in the morning people were swarming out to the scene by the score.

All day people went out to the scene which was about half a mile east of Ottawa East village. Everyone who saw the accident wondered how the people came out alive.

The Swedes who were in the colonist car, the railway officials say, were very unconcerned. They tumbled out of the car and got into another in rear of it. Then the four last cars on the train were taken around by Chaudiere Junction to the Union Depot, where three new cars were put on and the train went west just two hours late.

## CLEARING THE TRACK

The wrecking crews were then got together and at once set to work to clean up the track. This work went on all day and last night until the track was cleared. The rails were not torn up in any way.

During the day the trains that should have left the Central depot were made up at the Union Depot and sent by way of Chaudiere Junction to the short line from Montreal.

The scene at the wreck was an interesting one. Pieces of trunks were scattered about while timbers from the wrecked cars were thrown in all directions. Thousands were out from the city to watch the wrecking train at work. This was the first wreck within walking distance of the city since the one which took place near Hull many years ago. The people were much interested in it and as a result the Elgin Street line did about the largest business in its history.

#### NOTES

The freight engine in the wreck was No. 1, one of the oldest engines in the company's service. The express engine was No. 303, and has also seen many years of service.

About three feet of the front of either boiler was smashed in. The engines were locked together.

Where the accident happened was on level ground. Had it been half a mile near the city on the trestle work the result of the passengers would have been different.

The track was cleared at 5:30 this morning. It was a big job.

Engineer Dolman and Conductor Horan went home to Prescott this morning. They met with Superintendent Spencer last evening at his office in the Union Depot.

Superintendent Spencer was west on the division when the accident occurred on a tour of inspection. He took the first train he could get and hustled to Ottawa. He reached the wreck at 5 o'clock yesterday evening and at once proceeded to look into the matter. Mr. Spencer said that personally he could not say anything about the wreck except that it was one of the luckiest accidents he had seen in his experience. Mr. Spencer thought it was a marvel that someone was not killed. For the particulars of the accident he referred The Journal to Mr. Spaidal whose statement appears above. Mr. Spaidal is in charge during the absence of the superintendent.

AN EXPENSIVE ACCIDENT ON THE C.P.R. NEAR OTTAWA.

Soo Train Crashed into Freight near Hurdman's Bridge Yesterday Morning - Four Men Injured but No Loss of Life.

Collision Cost Company About \$20,000 - C.P.R. Officials Say That There Was No Excuse for the Accident.

Four people were injured but not seriously, two engines were badly smashed and three cars telescoped in a head-on collision on the C.P.R. Short Line a short distance north of Hurdman's bridge at one o'clock yesterday morning. The loss to the company will be \$20,000. Coming into Ottawa and traveling at a good rate of speed, the Soo train collided with a special freight which, contrary to the rules, had got on the main line while the right of way belonged to the express.

The four persons injured were train hands.

Engineer M. J. Doherty, Ottawa.

Express Messenger R. Thompson.

Baggage man Ed. King, of Montreal.

Brakeman George Gobey, of Hintonburg.

Of that number King was not seriously hurt; the others getting away with minor injuries. None of the passengers was injured although the escape of some was narrow and that none of the train hands was killed outright in such a tremendous impact, is regarded as nothing short of miraculous. The telescoped cars were those used for express and baggage with the exception of one colonist car of which the front only was demolished.

It was just five minutes to one when the accident happened. No. 7, the westbound Soo train had left Montreal on time and was in charge of Conductor McIntosh, with Engineer M. J. Doherty and Fireman J. Walsh. It is customary for freight trains to be moving back and forth between the Chaudiere and Sussex street and the freight in question had arrived a short time before from Prescott and was to be taken down to Sussex street. It consisted of an engine, several cars with coal and other freight and was in charge of Conductor Horan, with Engineer John Dolman and Brakeman Major, of Hull. From what could be learned yesterday it appears that at the tower the freight hands had got orders to do some shunting up to 12.50 and then to go on a siding and allow the express to pass. They mistook the time or forgot the order from the tower man and remained on the main line till it was too late.

#### CAUSE OF THE ACCIDENT

As to the cause of the accident, the C.P.R. authorities say there was no reason nor excuse for the freight being on the main line on the time of another regular train, for, knowing that the Soo express was due, the freight should have taken a siding. The hands in charge of it, however, had evidently forgotten the approach of the express and their thoughtlessness, while imperiling a lot of lives, will incidentally cost the company a tidy sum.

Sharp on time the Soo express rounded the curve near the locomotive sheds and then it was that the engineers of both trains saw what was going to happen. The express was traveling at a pretty quick pace although at the time it was slowing up for the yard, while the freight was barely moving. The engineers and firemen of both trains, seeing the inevitable jumped for their lives and fortunately escaped.

An instant later with an awful crash which could be heard for a mile, the two trains came together. Engine no. 303 on the Soo is of a large type and it simply plowed through the smallest [sic] locomotive. Though the air brakes were applied they were unable to arrest the velocity of the swiftly moving coaches and in less time than it takes to tell it the express and baggage cars and a part of a colonist sleeper were telescoped.

#### AFTER THE CRASH

It was a hideous looking sight yesterday and thousands of people went out to see it. The one object of wonder was as to how the train hands escaped with their lives. Locked together with the smaller one underneath and partly obscured, were the two locomotives. The tender of No. 303 was mounted right over the rear portion of the cab supported underneath by the baggage car. The roof of the latter had been torn off of plowed forward in the wreck and it extended like a canopy over the whole while in the rear was an express car almost as badly smashed and then the colonist car with its end stove in. Only one car on the freight train was smashed. In the express section there was a conglomeration of smashed trunks, valises, parcels and mail bags all mixed together while the cars with piled up in splinters.

#### PASSENGERS SHAKEN UP

The passengers got a severe shaking up although fortunately none was hurt. In the colonist car just behind the express car, was a number of Swedish immigrants and when the crash came and threw them from their bunks they had a rude awakening. In the smoking, first-class and Pullman cars people were thrown about in the impact but not hurt and it was remarkable that none of the cars left the track nor did they take fire. This is attributable to the fact that the yard is very level where the collision occurred. The accident of course caused great excitement but there was one who was praised for his cool-headedness - Conductor McIntosh, one of the old and most reliable employees of the road. When the crash came he knew what had happened and after quieting down the passengers and seeing that no one of them was hurt he went ahead to look after the engineer and fireman and baggage man, while messengers were despatched to telephone for doctors.

#### A THRILLING ESCAPE

It was found that the engineer had escaped but less fortunate was the lot of the express messenger, baggage man and brakeman. King and Thompson had a particularly thrilling experience. When the collision occurred the cars they were working in, bumped into the engine with frightful momentum and in an instant the men found themselves lifted up to the ceilings, removed from any doorway and unable to escape. Fortunately, however, they were not pinioned down or buried under any heavy weight. One with his spine injured and the other with a broken nose, they clung to anything they could get hold of and called for help. It was not long in arriving for the company has shops nearby and no time was lost in calling for assistance from the city. They hung on for about twenty minutes when they were released from their uncomfortable positions. The men were quite exhausted and King was suffering considerable pain but was able to walk. Brakeman Gobey, who had been lying down in one of the cars, was seriously shaken up but escaped with a slight wound on the head.

By that time, Dr. Kidd, the company's physician had arrived, and along with Dr. Arthur, of Sudbury, who was on the train, and Drs. Scott and Birkett, who came later, he attended to the injured ones. Ambulances were summoned and King and Thompson were taken to St. Luke's hospital. It was found that Thompson's nose was broken, while he had an ugly wound in the face. King, who belongs to Montreal, was injured about the spine, while his legs were badly bruised. Engineer Doherty sustained a scalp wound in jumping and Brakeman Gobey was only slightly cut. The rest of the train crew and the passengers escaped entirely. Doherty and Goby went home.

#### CLEARING THE WRECK

No time was lost in proceeding to clear up the line and a wrecking train was early at work. With the exception of one car all the passenger coaches were intact and these were hitched on to by another engine and taken around by Chaudiere Junction to the Union station, where additional cars were put on and the train proceeded to the Soo, the passengers being delayed only a little over an hour. Then with jacks and hoists the wrecking crew got to work to clear up the main line. The smashed freight car was first lifted out, then the colonist sleeper, which with the others had stuck to the rails, was backed down the line and afterwards a start was made in clearing the debris caused by the telescoping of the express and baggage cars, which were completely demolished, and the interlocking of the two engines.

General Superintendent Osborne, of Montreal, who was notified, came up on a special, and along with trainmaster Spaidal and other local officials superintended the work of clearing the track. It was Sunday and news of the accident having spread hundreds went out to the scene.

Mr. Colin Isbester, of Ottawa was one of the passengers on the Soo train. "I was in the smoking car talking to the conductor at the time of the crash," he said, "and the first thing I knew I was jolted from one side of the car to the other, but managed to keep my feet. I looked out and from what I could see I judged that we had collided with the lumber piles, but afterwards I got out and went ahead and ascertained what had happened. What amazed everyone was that Thompson and King were not killed outright. The cars they were in were smashed almost to smithereens, while the two were shut in up near the roof. They seemed perfectly cool and collected when they got out. In fact the whole thing was a most remarkable

occurrence."

The car load of immigrants had never been up against such a thing before and did some grumbling about having their rest disturbed but an hour afterwards they were on another car and went off to sleep again to continue the journey as if nothing had happened. Undoubtedly the cause of the accident was the freight train getting in the path of the express which had the right of way. It was no fault of the despatcher, who knew nothing of what was happening and who supposed the line to be clear as it should have been.

#### LOSS TO THE COMPANY

The loss to the C.P.R. is estimated at about \$20,000. The engine No. 303 attached to the Soo train was of an expensive type and while not demolished was badly damaged. The locomotive on the freight was entirely smashed up. Then there were three cars which were almost completely telescoped and a freight which was put out of business. In addition to that a lot of express parcels and baggage were destroyed. The company did everything to secure the comfort and convenience of the passengers and saw them on the way to the destination before going ahead with the work of clearing its line.

The wreck necessarily caused a blockade of the line yesterday and none of the C.P.R. trains went through the Central depot. In place of that they were taken from the Union station around by Chaudiere junction to connect with the short line. The work of the wrecking crew was continued all day and excellent progress made so that the line will be clear today. In the afternoon there was an immense crowd out to the scene and what was considered to be the unique feature of the thing was that there was no loss of life or even serious injury. While the company is hit financially, the wreck was robbed of any gruesome details in the line of fatalities.

Baggageman King was reported last night as doing well. Thompson left the hospital after his injuries were attended to and went home to Montreal yesterday afternoon. The others will be around to work in a day or so.

An official statement issued by the general superintendent last evening stated that train No. 7 was running on its own time when it collided with the freight at the Rideau yard. The latter train should not have been on the main line. The crew of No. 7 was exonerated of blame.

Engineer Doherty who is at his home on the Richmond road, has a rather hazy recollection of the accident. He said last evening, however, that he saw the headlight about three car lengths away. He threw back the lever and put on the emergency brakes, but he didn't remember whether he jumped or was thrown out. When he gained his senses he was lying beside the track with his head near the rail. Mr. Doherty has a cut on the head, his ankle wrenched and he complains of feeling sore. Engineer Dolman and conductor Horan were uncommunicative. Both have been on the line a long time.

Superintendent H. B. Spencer, who was up the line on an inspection trip arrived in the city yesterday afternoon and that once got busy in getting the line in shape.

Some startling rumors as to the extent of the accident were in circulation yesterday morning, it being stated that several lives had been lost. Dr. Kidd who was the first physician on the scene tells the story with a hint of humor. "I was on my way to the scene of the accident and was pretty near it," he said, "when I was stopped by a man who got out, 'don't go down there, mister, for God's sake; they're all dead.' I went ahead expecting to find a gruesome site and was naturally surprised when it was found out that no one had been killed."

*29/09/1903 Ottawa Citizen Montreal and Ottawa Ottawa Hurdman*

#### WAS CALLING STATIONS.

Friends of Brakeman Gobey, who was on the "Soo" train, deny that he was lying down in the car when the collision occurred on Sunday morning. He was calling the stations as was his duty and was doing so in the second-class car when the collision took place.

*29/09/1903 Ottawa Journal Montreal and Ottawa Ottawa, Hurdman*

#### HOLDING INVESTIGATION

Mr. H. B. Spencer, Superintendent C.P.R., was busy all this morning taking evidence of the engineer and conductor of the freight train which was in the collision with the Soo train Sunday morning.

The baggage got out of the wrecked train on Sunday was handled yesterday by the local staff as far as it could be identified and the balance was shipped to Montreal to await any further claims to be made. The baggage principally belongs to the shantyman and the Swedes on the train.

*29/09/1903 Athens Reporter Westport Delta*

The B&W Railway is offering special rates to Delta for the Fair. Good to go September 29th and 30th. Return until October 1st. Tickets including admission ion to the grounds: from Brockville 95c; Athens 60c; Crosby 45c Newboro 60c; Westport 70c. Special train will leave Westport at 12 noon on the 30th.

*01/10/1903 Chesterville Record New York Central Newington*

Newington. On the evening of Wednesday September 10, two couples drove to the residence of Rev. A.B. Johnson, just before the train to the south came in. They were W.J. Duvall and his bride, Miss Mae Otto of Osnabruck Centre, attended by W.G. Stewart and Miss Lottie Jardine. The knot was soon tied and the newly wedded couple took the train for their honeymoon trip. The groom is a partner in Duvall's saw mill and box factory.

*01/10/1903 Chesterville Record Montreal and Ottawa Ottawa Hurdman*

Express train collides with freight train in Ottawa

A despatch from Ottawa says:- Four people were injured, two engines were badly smashed, and three cars telescoped in a head on collision on the CPR Short Line at the Rideau Yard, just beyond Hurdman's bridge at 1 o'clock on Sunday morning. Coming into Ottawa and travelling at a good rate of speed, the ""Soo"" train collided with a special freight, which contrary to the rules, had got on to the main line while the right of way belonged to the express. The four persons injured were train hands Engineer J.M. Doherty, Ottawa; Express Messenger R. Thompson; Baggageman E. King of Montreal and brakeman Geo. Gobey of Hintonburg. As to the cause of the accident the CPR authorities say there was no reason nor excuse for the freight being on the main line on the time of another regular train, for, knowing that the ""Soo"" express was due, the freight should have taken a siding. The hands in charge of it however, had evidently forgotten the approach of the express and their thoughtlessness, while imperiling a lot of lives, will incidentally cost the company a tidy sum.

The loss to the CPR is estimated at about \$50,000. The engine, no. 303 attached to the ""Soo"" train was an expensive type and while not demolished, was badly damaged. The locomotive on the freight train was entirely smashed up. Then there were three cars which were almost entirely telescoped. In addition to that a lot of express parcels and baggage were destroyed. The company did everything to secure the comfort and convenience of the passengers and saw them on their way to their destinations before going ahead with the work of clearing the line.

*01/10/1903 Athens Reporter Westport*

Yesterday's trip of the train leaving here in the morning over the B&W was the last of the season, it deemed advisable to discontinue it, now that the summer travel is about over. During the summer the train has proved a great accommodation to citizens not only in Brockville but in the surrounding country. With the advent of next summer several more important changes may be introduced in the system of the road, but one thing is sure and that is that the morning train will form part of the service. D. J. Carty, who has been acting as conductor all season, will go back to his old position as baggage man on the afternoon train.

**The "Soo" Train in Bad Smash**

The Sault express of the C.P.R. which passed here at 11.55 on Sunday morning, collided head-on with a freight at Rideau yard about one and a quarter miles from the Central depot, Ottawa, and created one of the worst railway smash ups that has occurred in the Ottawa district since the wreck of the Toronto train near Stittsville in 1897.

No one was killed although there were some miraculous escapes.

Only four were injured. They were: R. Thompson, Dominion Express messenger, Montreal, cut about the head and nose broken.

Edward King, C.P.R. baggageman, Montreal, spine injured and badly bruised.

Michael J. Doherty, 69, Richmond road, Hintonburgh, near Ottawa, injury to head and sprained ankle, also badly bruised.

G. Coley, brakeman, Hintonburgh, slightly scratched about the head.

The cause of the accident is said to be the neglect of the conductor and engineer of the freight who were on the main line, when, according to the officials, they should have been on the siding.

General Superintendent J. Osborne, gave out the statement that: "No. 7, the Soo express, was running on her own time when she collided with a freight standing on the main line at Rideau yard. The freight crew had exhausted their orders and should not have been on the main line. The crew of the Sault express are exonerated."

The collision took place at 1.06 on Sunday morning, and the escape of the passengers and train crews was nothing short of marvellous. The baggage and express car was completely demolished and ten feet knocked off the end of a colonist car which was full of Swedish immigrants. None of the immigrants were injured, although they were thrown clean to the back end of the car. The passengers in the four last cars, beyond being badly jarred, were not injured.

The escape of Express Messenger Thompson and Baggageman King with their lives was the most miraculous feature of the wreck. They were asleep when the train struck and in different apartments. When found after the wreck they were piled in together under the tender of the express engine amongst the baggage and broken timbers of the car.

The baggage car telescoped on the engine, leaving the roof on top of the tender and the two engines. Both locomotives stood straight on their wheels. The tender of the express engine was hoisted on end, while the tender of the freight engine was thrown off the track completely on its side. The cab of the freight engine was torn off, and the smoke stack and valves stripped. It is only fit for the scrap heap now. The other engine will likely be repaired. The loss to the Company will be \$17,000

When the express struck the freight it was running at about 25 miles an hour. The freight was standing still.

The blame for Sunday's accident on the C.A.R. short line has been placed upon Conductor Horan and Engineer Dolman, as the result of an official enquiry held by the divisional superintendent of the C.P.R., and the findings will go to the general superintendent for whatever further action is necessary. All of the train hands in the accident were examined by the superintendent and other officials, and it came out that the freight train was on the main line on the right of way of the express. The conductor and engineer were ordered to shunt up to 12.50 and then be clear on the siding. In place of doing that they worked ahead and were on the main line when the Soo express came along. It was a case of forgetting and the smash-up was the result.

02/10/1903 *Eastern Ontario Review* *Winchester* *Smiths Falls*

The Canadian Pacific Railway are extending their yard in Smiths Falls as large again and are also making other improvements.

08/10/1903 *The Equity, Shawville* *Pontiac Pacific Junction*

The daily mixed train was taken off the Pontiac last week, and was replaced by a tri-weekly freight, which will run on Mondays, Wednesdays and Fridays. No passengers will be carried by this train, as with the mixed, which will be missed on that account.

16/10/1903 *Renfrew Mercury* *Pontiac Pacific Junction*

The daily mixed train was taken off the Pontiac railway last week, and replaced by a tri-weekly freight, which will run on Mondays, Wednesdays and Fridays. No passengers will be carried by this train, as with the mixed, which will be missed on that account.

16/10/1903 *Almonte Gazette* *Chalk River* *Almonte*

Carpenters are this week at work building the new stock yards which will be on the opposite side of the track and will be considerably larger than the former ones.

20/10/1903 *Ottawa Journal* *Canada Atlantic*

Council decides to change street names. Maria and Theodore Streets to be called Laurier Avenue.

21/10/1903 *Eganville Leader* *Eganville* *Eganville*

**A New CPR Station**

There are most encouraging signs that Eganville will have a new CPR station in the very near future and the travelling public no longer compelled to submit to the miserable accommodation which is at present provided in that respect. On Tuesday Mr. H. B. Spencer, district superintendent, in company with Mr. Wainwright, engineer, held a consultation with members of the village council. Mr. Spencer advanced the proposition that if the corporation would provide a suitable site, 100 feet square, the company would erect a new station in keeping with the needs and requirements of the local trade. The ground on the east side of Mrs. Ploss' property on the north side of John street was looked over, and it is probable that if there is no hitch in the arrangements the council will purchase the necessary ground from Mrs. Bonfield, and grant it as a free site to the company. The company officials will submit a plan of their new station to the village council, and then further action will be taken in the matter. By all means let us have a new station.

23/10/1903 *Ottawa Journal* *New York Central* *Newington*

**Newington Peat Bog.**

Located two miles south of Newington. Government report.

30/10/1903 *Renfrew Mercury* *Eganville* *Eganville*

On Tuesday Mr. H.B. Spencer, C.P.R. divisional superintendent, visited Eganville accompanied by a Company engineer, the object being to view the proposed site of a new station and sidings at the east end of John street. Mr. Spencer interviewed Reeve McCann and Messrs. A. Mills and J.A. Acton, member of the town council and informed them that he would shortly submit plans and estimates for their consideration, and if these were found favourable work would be commenced at once. Later on, Mr. Spencer asked the village to present the Company with two lots as a site for the new station, and the Star Enterprise vigorously opposes any such action by the village.

05/11/1903 *The Equity, Shawville* *Maniwaki*

Thos Grogan of Maniwaki is in the Hull gaol awaiting trial for murderous assault on one Frank Samon in a C.P.R. boarding camp on the new railway extension at Maniwaki. Grogan disclaims any connection with the assault however, and claims that nearly all the cabin were drunk when the row took place. Samon is in a bad condition.

Track laying from Gracefield to Maniwaki on the Ottawa, Northern and Western extension has been completed, but, as the ballasting has to be finished, culverts made permanent and other finishing touches to be put on it will be a few weeks yet before the line is handed over to the railway company by the contractor. Construction trains are now running on the line. When the extension is completed there will not be any change in the timetable of the evening train up the Gatineau. It will reach Maniwaki about 8.30 or 8.45.

Mr. Geo. Bradford was unable to go with his hunting party last week, as his presence was required at the new station, of which he had the mason work. He left on Tuesday.

[and further down in the same column]

The stone work of the new station is completed and the roof is being put on this week. The cattle sheds are almost finished, and are of good substantial construction. The ground is being filled in so as to bring it up to about a level with the grading of the track. The filling is being done with stone and refuse from the new station, and it will be heavily top-coated with gravel and sand. The grounds around the station are to be cleaned up and levelled off later on, and when all is completed we expect to have a depot, which for beauty, comfort and convenience will cause us to forget in the exuberance of our enjoyment the old ramshackle which has done duty so long.

06/11/1903 *Renfrew Mercury* *North Lanark* *Arnprior*

The first general meeting of the North Lanark Railway Company, for the purpose of organization, will be held in the town hall, Arnprior, on Monday, November 16th, at eleven o'clock a.m. The railway will soon be in such a shape as to commence construction.

09/11/1903 *Ottawa Journal* *Renfrew* *Graham Bay*

Run Off at Graham Bay.

A run off occurred on the Canada Atlantic line this morning at Graham Bay station. The whole train is off the track and will block the way until some time this afternoon.

No one was injured. The passenger train, which left the Central Station at 8.25 for Parry Sound, was not running very fast at the time the cars left the track. The cause of the accident is not really known but may have been due to some defect in the switch which was placed yesterday. The train was not upset but simply left the rails and bumped along on the ties until it was stopped. The engine took the main line while the cars apparently mounted the frog and took the siding. The track was torn up considerably.

12/11/1903 *The Equity, Shawville* *Waltham*

The Pontiac and G.V. railways which some time ago became the Ottawa, Northern & Western railway system, has finally become part and parcel of the Canadian Pacific railway system and will be under the direct control and management of the company henceforward constituting a portion of "division four". The change came into effect on Monday of last week. The change involves the abolition of secretary-treasurer, assistant engineer and auditor.

13/11/1903 *Ottawa Journal* *Lachute* *International Portland Ceme*

Progress at the Cement Works.

A visit to the International Portland Cement Company in Hull yesterday showed that great progress had been made with the works, and the 300 men working on the immense building promise to have the job completed in short order. The immense rotary machine grinder, weighing 50 tons and loaded on two cars, arrived yesterday and was placed on the track close to where the building it is to occupy is to be situated. This grinder will be filled with small coal to 3,000 degrees of heat, but when lined with firebrick the outside is quite cold. The company expect to manufacture from 150,000 to 200,000 tons of cement a year, and claim to have material in the shape of clay, sand and stone on the ground to last many years. One side of the property is the Gatineau Valley Railway and on the other the C.P.R., both companies having put in special switches. Across the C.P.R. track is the Gatineau River, where a special shipping dock will be built.

13/11/1903 *Eastern Ontario Review* *L'Original* *Hawkesbury*

Killed on the Bridge

Seven horses, the property of Messrs. J. Owen & Sons, Stonefield, attempted to cross the big bridge over the Ottawa river at Hawkesbury on Saturday last, as a result of which two of them are dead and the others badly scratched.

The horses escaped from their enclosure and crossed the bridge over the canal and then wandered on until they came to the big Great Northern Bridge. They entered on this and got partly across when, for some reason, they attempted to turn, and got their feet down between the ties of the bridge.

Just at this time a G.N. train was coming and the horses were noticed. Five of them escaped with bruises, scratches and sprains. Two of them got down, could not be raised, and had to be killed. It took many blows with an axe to put them out of misery.

They were valuable animals and the loss to Messrs. Owens will be heavy.

John F. lost his pretty little driver.

13/11/1903 *Almonte Gazette* *Chalk River* *Almonte*

Part of the iron-work for the new railway bridge has arrived. The track, beginning near Bridge street, and continuing across the bridge has been moved about three feet towards the south side and the stone bases of the piers upon which the ironwork of the bridge rested are being replaced by new ones. The work will be completed without interfering with the running of the trains. A new bridge is also to be built across the Mississippi at Pakenham.

16/11/1903 *Ottawa Journal* *Maniwaki* *Maniwaki*

Sad Death of Fred Charron

By falling under a construction train.

Was formerly brakesman of the Gatineau Passenger Train An Inquest Opened.

A sad accident happened at Manotick [sic] on Saturday when Fred Charron, conductor on one of the construction trains of Mr. H.J. Beemer was killed outright.

It is thought that he fell under the train whilst climbing from the engine to the flat cars.

Charron was for many years brakesman on the passenger train of the Gatineau railway and will be remembered by all the summer residents who used to travel up the Gatineau and with whom he was extremely well liked. For several months past he has been in the employ of Mr. H.J. Beemer as a conductor on the train employed on the construction work of the C.P.R. at Maniwaki.

On Saturday morning he had run a boxcar into Maniwaki station and was returning to Maniwaki when he left the cab of the engine to go to the back of the train. That was the last seen of him alive. The next the engineer saw of him was the man's lifeless body lying on the track. He had apparently missed his footing and fell under the train while climbing off the rear of the tender.

The late brakesman Charron was about thirty-five years of age and had been working on the C.P.R. for some fifteen years. He was married and lived in Gracefield. A wife and two children mourn his loss.

An inquest was held at Gracefield yesterday by Dr. Mulligan, acting under instructions of Coroner graham of Hull.

19/11/1903 *Chesterville Record* *Renfrew* *Arnprior*

Arnprior. Finley McLaren, about 13 years old, was sentenced by Police Magistrate Tierney to the county jail at Pembroke, for ten days for throwing stones at a Canada Atlantic freight train. Detective Lefoile for the CAR laid the information. R. Dulmage, solicitor, assisted by Crown Attorney, Metcalfe, prosecuted and J.H. Grout, solicitor defended the prisoner. The light sentence was due to the prisoner's extreme youth.

*19/11/1903 The Equity, Shawville Waltham*

The daily express train on the Pontiac branch of the C.P.R. is to be supplanted by a daily mixed train and thus the service is likely to resolve itself into the unsatisfactory state in which it was last winter. An occasional freight will run over the road when traffic becomes congested to the extent that it is deemed necessary. This sort of thing makes anyone who has any business to do with the railway long for the time when the line will be completed through the country, to any old place at all, in order that the stability which it now has all along lacked may be given to the service. When our new railway masters get finished with the line to Dessert, it is to be hoped they will turn their serious attention to the requirements of Pontiac.

*19/11/1903 Ottawa Journal New York Central*

Railway Sale Postponed

The sale of the Ottawa and New York Railway, which was to have taken place today, has been deferred until December 29th.

This was done, it is understood, on the request of the two large railway companies who have been figuring on the purchase for some time. NYC and D&H.

More.

*20/11/1903 Almonte Gazette Chalk River Almonte*

The siding at the Elmsdale Flannel mill is now completed and is in use.

*30/11/1903 Ottawa Journal Cornwall Street*

Cornwall cars ran on Sunday.

This was contrary to Agreement and the police took names of the crews.

Contrary to the terms of their franchise, the cars of the Cornwall Street Railway ran their cars to the GT and O&NY depots on Sunday to accommodate some of the Knights of Columbus who had come to Cornwall by special trains from Ottawa, Montreal and Kingston and other points to organize a new council of the order.

No other passengers were carried.

The police warned the company against taking out their cars, and took the names of the motormen and conductors. The matter may or may not come up in the courts.

*01/12/1903 Ottawa Journal Renfrew Nepean?*

Booth prosecuted to piling lumber in the city.

"and when I did purchase property I found that I couldn't get the men to lay tracks to it."

More.

*04/12/1903 Almonte Gazette Chalk River Almonte*

The work at the new railway bridge proceeds slowly these frosty days

*04/12/1903 Eastern Ontario Review Montreal and Ottawa McAlpine*

A petition is being circulated asking the C.P.R. authorities to have a station agent established at McAlpines. It is the closest point to L'Orignal and the people there are at the back of the move

*10/12/1903 Montreal Star North Lanark*

Ottawa, December 10. Directors of the North Lanark Railway met here yesterday afternoon and discussed favorably the proposal to run a belt line through Perth, Athens, Brockville, Cardinal, Iroquois, Morrisburg, Winchester, Kenmore, Metcalfe and Ottawa. The scheme, if carried out, will mean much to the agricultural district of Eastern Ontario

*10/12/1903 Ottawa Journal Canada Atlantic*

Instructing Railroaders

New travelling Car at the Canada Atlantic Car Shops.

At the Canada Atlantic shops at present there is a novel car for the instruction of railway men. This car is the property of the International Correspondence School, and is one of a system of eight, which are travelling for the purpose of instructing railwaymen. Two lectures per day are given by the gentlemen in charge of the car which contains a miniature train and all the equipment, including switches, signals etc. The instruction is for those desirous of passing examinations for promotions as engineers and conductors. The system is a complete one and is considered a valuable assistance to young railroaders. Besides the entire mechanism of the locomotive and cars they are taught the code of signals used in railway work.

Mr. Edminster, the assistant superintendent for Ontario, is in charge of the car in Ottawa at the present time.

*15/12/1903 Kingston Whig Standard North Lanark*

At the organization meeting of the North Lanark Railway company held in Arnprior last week, it was decided to begin at once a survey of the proposed route, starting at High Falls, above Calabogie. The road will then run to Arnprior, touching White Lake en route. From there it will run to Galetta and Fitzroy Harbor, and thence to Ottawa

*18/12/1903 Eastern Ontario Review Lachute Masson*

Buckingham station will in future be known as Masson.

*18/12/1903 Eastern Ontario Review Montreal and Ottawa*

Colts Killed

Mr. Duncan McPhee had two valuable colts killed on the C.P.R. track last week. Three of them wandered onto the track and two were struck by a train and killed

*25/12/1903 Eastern Ontario Review Central of Canada*

An Electric Railway

A company with a capital of \$500,000 contemplates the building of an electric railway from Montreal to Ottawa. The line will run through the fertile and picturesque counties of Jacques Cartier, Laval, Two Mountains and Argenteuil. Leaving Montreal, the cars will run in the direction of La Bord a Plouffe, then towards Saint Dorothee, St. Joseph, and St. Placide. The line will follow the shore of the Ottawa river on most of the route. Between Carillon and Grenville the line connects with the Shefford Railway, and the crossing of the Ottawa river at Grenville will be effected by means of a bridge already built.

The line will then be continued through the Counties of Prescott and Russell.