

# Ottawa Items from Railway and Shipping World - 1907

01-Jan-1907 Page 19 Waltham

CPR has purchased the water power at Deschenes Falls, and it is reported, will develop the same, using the power generated for the purpose of operating trains on the old Pontiac Pacific Junction Ry. The CPR also owns the Hull Electric Ry.

01-Jan-1907 Page 19 Winchester

CPR is inviting contractors to give prices on the work of constructing a second track between Vaudreuil and Smiths Falls.

01-Jan-1907 Page 23 Ottawa Terminal

Plans for the proposed new central station and hotel at Ottawa have been submitted to the Premier and the Minister of Railways for approval. It is expected that a start will be made upon the erection of the building early in the spring.

01-Jan-1907 Page 31 L'Orignal

The grading on the line between Hawkesbury and Rockland is practically ready for the rails. On the section between Rockland and Ottawa, the right of way has been laid out and everything is in readiness for an early start at grading in the spring. The line into Ottawa, it is expected, will be completed and in operation early next fall.

01-Jan-1907 Page 31 Smiths Falls

The plans for the line from Ottawa to Toronto have been filed and show a route between the two points about 60 miles shorter than the present GTR or CPR lines. From Ottawa the line will run south westerly as far as Coburg, from which point it will parallel the GTR and after passing about midway between Brooklin and Whitby will touch the lake near Dumbarton.

01-Jan-1907 Page 31 Beachburg

The plans for the line from Ottawa to Key Inlet have also been files and have been approved in part by the Board of Railway Commissioners. The plans show a line from Ottawa to Fitzroy Harbour, then crossing the Ottawa River, running very close to Norway bay, Bristol and Portage du Fort. At this point it cuts across the peninsular, of which Beachburg is the centre. Thence the line passes about 10 miles to the south of Pembroke, and traverses the height of land to Key Inlet, Georgian Bay.

01-Jan-1907 Page 35 Ottawa Valley Development

The Ottawa Valley Development Co. is the title under which an act of incorporation is being asked at the current session of the Dominion Parliament by interests represented by O'Meara and MacInnes, solicitors, Ottawa. The Company desires to have the power, among other things, to construct tramways or electric railways, telegraph and telephone lines, wharves and docks, and to carry on a general navigation business.

01-Jan-1907 Page 47 Hull Electric

The action which was taken by the Hull city authorities to have the question of the CPR's right to haul freight over the Hull Electric Railway, which it owns, tested, has been withdrawn, the company promising that the terms of the by-law would be strictly complied with in future.

01-Feb-1907 Page 89 Little Nation River

Application is being made at the current session of the Quebec Legislature for an act incorporating a company with this title for the purpose of constructing a railway from between Thurso and Montebello, on the left bank of the Ottawa River, running northerly to near the line of the CPR in Ottawa county; to operate hotels, to develop electric power, and to sell the same, to acquire steam and other vessels, and to carry on a general navigation business. The persons mentioned in the application are; A. Taillefer, Montebello; P. de Varennes, A. Chauret, Papineauville; N. Chenie, Rev. J.P. Belanger, St. Andre Avelin. H.A. Fortier, Hull, is their solicitor.

01-Feb-1907 Page 101 L'Orignal

The contractors have several gangs of men engaged upon the rock cuttings east of Rockland on the line from Hawkesbury to Ottawa. There are thirty trestles to be built, several of them being over 400 ft. in length, and construction on these has been delayed owing to difficulty in obtaining the necessary timber. A spur line of about a mile will be laid in L'Orignal, and spur tracks will also be constructed to the pulp mills, and the Hawkesbury Lumber co.'s premises. the line is expected to be completed into Ottawa in Sept.

01-Feb-1907 Page 101 Alexandria

A new agreement between the GTR and the government for the lease of the canal reserve at Ottawa for the purpose of a central station was signed Jan 7. the lease is for 999 years, he rental being \$1,100 a year, to be readjusted every 21 years. The station building is to cost at least \$250,000, to be under the control of the GTR, but terminal facilities are to be afforded to other companies in fair terms. The Sparks estate, which originally granted the land to the Crown for canal purposes objected to its utilization for railway purposes, and an agreement was reached whereby the estate was to receive \$80,000 in full settlement of its claim. Plans are to be prepared by the company and submitted to the Government for approval within six months.

01-Feb-1907 Page 113 Hull Electric

The CPR, owning the Hull Electric Ry. has arrived at an understanding with the Hull city council as to various matters in dispute, and the actions entered will be withdrawn. Freight hauling is to be continued during the winter, and in the spring a loop line will be constructed which will do away with the necessity of hauling freight over the line in future.

01-Mar-1907 Page 177 Ottawa Terminal

The GTR is carrying forward the negotiations for the construction of a central station and hotel at Ottawa. C.M. Hays, Second Vice President and General Manager, among other matters, discussed with the assessment committee of the City Council, the question of the fixed assessment of the property. He asked for an assessment of \$200,000 on the hotel and \$150,000 on the station building, the widening by the corporation of Little Sussex Street. and the closing of certain small streets. The plans of the proposed structures and of the lay-out of the grounds were laid before the committee. the question of the terms upon which the central station will be utilized by the CPR are under consideration by the Board of Railway Commissioners, the matter having been argued by the railway officials Feb. 12.

01-Mar-1907 Page 189 Ottawa Electric

The track renewals recommended in the 1905 report have been completed, and in addition heavy rails have been laid on other portions of the lines. The lines on Sussex Street and Gladstone Avenue will be relaid with heavy rails this year. A number of closed and open cars have been ordered to meet the demands of increasing traffic. The popularity of the company's park at Britannia-on-the-Bay was further demonstrated during 1906. It is intended to pave the promenade of the main pier with asphalt or bitulithic, and to extend its outer end 150 ft. The property is all in excellent condition, and the directors confidently look forward to the continued satisfactory development of the business.

01-Mar-1907 Page 191 Ottawa Electric

A plan has been deposited with the Minister of Public Works at Ottawa, showing the proposed addition to the company's pier at Britannia-on-the-Bay, and the approval of the Government is to be asked for the carrying out of the work.

The company has notified City council that it is prepared to construct a line to Beechwood and Notre Dame cemeteries, Ottawa.

01-Apr-1907 Page 219 New York Central

Picture of H.W. Gays, General manager, O&NY. On p. 249. H.W. Gays, whose portrait appears in the first page of this issue, was born in Brant, Erie county, NY March 21, 1848. Entered railway service Jan 1, 1861 since which he has been consecutively to Dec 31, 1862, messenger, and Jan 31, 1863 to march 31, 1864, telegraph operator, Erie Ry. at Dunkirk, NY; April 1 1864 to March 18 1867, assistant cashier, and Oct 1 1867 to July 31 1869 cashier Buffalo and Erie Ry. same place; Aug 1 1869 to June 30 1874, cashier; and July 1 1874 to May 30 1877, general agent, Louisville and Cincinnati Mail Line Steamers; June 1 1877 to March 31 1879 general agent and April 1 1879 to March 30 1885 Assistant General Freight Agent, Cleveland, Columbus, Cincinnati and Indianapolis Ry., and Jan 1 1881 to April 30 1885 also General Freight Agent, Indianapolis and St. Louis Ry; July 1 to Oct 31 1885 in charge traffic; Nov 1 1885 to may 30 1886, Superintendent; June 1 1886 to Nov 30 1889, Manager Wiggins Ferry Co., and East St. Louis Connecting Ry., and operated lines at St. Louis; Dec 1 1889 to Aug 1 1894, General Manager, St. Louis Merchant's Bridge and Terminal Ry.; Aug 11894 to July 1896, Traffic Manager, St. Louis, Chicago and St. Paul Ry.; July 1896 to Feb 1899, General Manager, same road, and Chicago, Peoria and St. Louis Ry.; Feb 1899 to April 25 1900, General Manager, New York & Ottawa Rd.; Nov 1899 to Apr 25 1900 also President, and Apr 12 1900 was appointed Receiver same road; March 1 1899, Manager Ottawa and New York Ry., and Nov 1899 also President and Receiver, same road. He retained these positions until the NY&O Rd which owned the O&NY Ry. was sold by order of the New York courts in 1904 to the New York Central and Hudson River Rd., when he was appointed General Manager.

01-Apr-1907 Page 233 Ottawa Terminal

Article on GTR station and hotel for Ottawa. See photocopy.

01-Apr-1907 Page 257 Ottawa Terminal

The Ontario Legislature is being asked at its current session for an act authorizing the Ottawa City Council to respectively grant fixed assessments of \$150,000 and \$500,000 upon a central union passenger station and a hotel to be constructed by the GTR at a cost of \$250,000 for the station and \$1,000,000 for the hotel; and to provide for the cost of widening Little Sussex Street for the purpose of the erection of the station and hotel, by the issue of debentures.

01-Jun-1907 Page 397 L'Orignal

It is expected that the line from Hawkesbury to Ottawa will be completed during the summer. Application has been made to the CPR for running rights over the Alexandra bridge, Ottawa, in connection with the company's projected line westward through Pembroke to the French River.

The question of the company's entrance into Ottawa has been under consideration, and the Deputy Minister of Railways was advised the company, in place of securing a partially independent entrance, to join the GTR at Hurdman's Bridge and come in over that company's line. The only difficulty which this suggestion represents is in regard to a connection with the company's line to the west.

01-Jun-1907 Page 409 Ottawa Terminal

The GTR would be proceeding with organization of the Ottawa terminals Ry. at once, that plans for the new Union Station would be filed by July 15 and that construction would be commenced within six months.

01-Jun-1907 Page 411 Chalk River

The CPR intends as soon as accommodation can be provided at Smiths Falls to make that point the easterly terminal of the Chalk River section, so far as freight traffic is concerned. It is not proposed to abandon the shops at Carleton Place, and to build others at Smiths Falls, as press reports stated in connection with the proposed change. The change affects only the train and engine service and the men who are employed in the handling of freight traffic between Smiths Falls and Chalk River.

01-Jul-1907 Page 479 Kingston, Smiths Falls and Ottawa

Kingston, Smiths Falls and Ottawa. Upon the hearing of the company's application for approval of its route between Kingston and Ottawa, May 28, M.K. Cowan, K.C. stated that the GTR was interested in the company and if a proper location was given would construct the line. The location plans are under consideration by the Board of Railway Commissioners.

01-Jul-1907 Page 483 Smiths Falls

The question of the route of this line between Toronto and Ottawa has been discussed by the Department of Railways and the Deputy Minister has asked the Government to appoint a special engineer to go over the proposed routes and decide which of the three should be adopted, as being the best for the public. The routes proposed are via Smiths Falls, Perth and Lanark respectively.

01-Jul-1907 Page 485 Montreal and Ottawa

The Caledonia Springs Company has been incorporated under the Dominion Companies Act with a capital of \$2,000,000 and offices at Montreal to acquire, by lease, purchase or otherwise from the CPR or as much as may be necessary, the Caledonia Springs property and to carry on the business of bottling and selling the mineral waters of the springs, together with various incidental powers. The provisional directors are: Hon. L.J. Forget; C.R. Hosmer, A.D. McTier, W.R. Baker, S.W. Beatty, Montreal, all of whom are CPR Directors or officials.

01-Jul-1907 Page 491 New York Central

F.J. Balch, who has been appointed Assistant General Freight Agent, Ottawa and New York Ry., Ottawa was born in Massena, NY on April 15 1870 and entered railway service in 1888 having previously spent two years in telegraph service. His record is: 1888 to 1891, agent, operator and latterly as outside ticket agent at summer resorts in the Adirondacks for the Chateauguay Rd.' 1891 to 1898, division agent, Canada Atlantic Ry., Rouses Point NY; 1898 to Dec. 1900, in charge of CAR terminals at Swanton VT.; Dec 1900 to Dec 1901, clerk West Shore Rd., Weehawken, NJ.; Dec 1901 to June 1907, chief clerk in general freight office, O&NYRy., Ottawa.

01-Jul-1907 Page 495 New York Central

G.H. Phillips, heretofore General Freight and passenger Agent, has been appointed Superintendent and General freight Agent, S.F. Beamish having resigned the Superintendency.

H.K. Gays, heretofore Assistant General Passenger Agent, has been appointed General Passenger Agent.

01-Jul-1907 Page 505 Ottawa Electric

The Ottawa City Council committee on street railways extensions was informed June 12 that the company would construct a line from Albert Street up Preston Street to the Experimental farm and traversing Dalhousie Street from north to south. Some other extensions were discussed, but the company's officials stated that the difficulties in the way of obtaining rails prevented anything further from being done.

01-Jul-1907 Page 509 Ottawa Electric

An offer is reported to have been made by a US syndicate for the franchises, etc. of the company, but the shareholders show no evidence of any desire to sell. The Ontario Court of Appeal has decided that the storage battery which the company has installed is exempt from taxation. The city council had placed an assessment of \$4,000 on it.

01-Aug-1907 Page 561 Kingston, Smiths Falls and Ottawa

Kingston, Smiths Falls and Ottawa. Surveys for this line show a route leaving the GTR main line about six miles east of Kingston and going practically direct to Ottawa, about 70 miles. One hundred men started grading at the Ottawa end July 2. R.S. Logan, assistant to the second Vice President and General Manager, GTR stated recently in Montreal that the people engaged in promoting the construction of the line contemplated giving the GTR an interest in it and establishing friendly connections with the larger line. "We will interchange passengers," he said, "and probably run through cars. On account of these friendly relations it is the desire of the GTR to encourage the new road and support it as much as possible."

01-Aug-1907 Page 561 Little Nation River

By an act passed last session of the Quebec Legislature a company with this title, and the directors already mentioned, was incorporated, the head office being Cheneville, and the capital at \$400,000 with power to increase to \$1,000,000. The company is authorized to construct a line from between Thurso and Montebello on the left bank of the Ottawa River, to Cheneville and northerly to Lake Nominique, near the CPR., with branch lines not to exceed in any one case 15 miles in length. It is also provided that "the railway shall be operated by trains as on steam lines, or of separate cars, as on tramways; and the traction shall be effected by electricity, steam, gasolene, or in any other manner that may seem more advantageous to the company. Passengers and freight may be carried by the same trains or by separate trains.

01-Aug-1907 Page 577 Ottawa Terminal

Plans were filed with the Department of Railways by the GTR July 13 for the proposed Union Station at Ottawa. The plans contemplate a terminal station on the site of the present central station. The new building will be oblong in shape and will be surmounted by a large dome. The estimated cost is \$250,000. The hotel, which is to be erected in connection with the union station, will be placed to the north, abutting the east bank of the canal and Rideau Street. The building is planned in semi-Gothic style and will overlook Major's Hill Park and Sappers bridge. A single track under an archway of the hotel leads out to the CPR running line over the Interprovincial Bridge. A full description of the station appeared in our April issue.

01-Aug-1907 Page 587 Waltham

We are advised that the subsidy contract entered into between the Dominion Government and the ON&W in respect of the construction of about nine miles of railway between Aylmer and Hull is a matter that altogether deals with the line before it was taken over by the CPR. The mileage in question was constructed some years ago and the delay in getting the subsidy put through was owing to some difference between the Department of Railways and H.J. Beemer relative to the non-deposit of plans. This has now been rectified and the contract was formally entered into so as to enable the subsidy to be paid

01-Aug-1907 Page 587 Maniwaki

Construction is being gone on with on a line from Nominique, the present terminus of the Northern Colonization Ry. and Maniwaki, the terminus of the old O&G, now the ON&W. It is expected that about one half of the grading will be completed this season.

01-Aug-1907 Page 599 Renfrew

The new roundhouse, coal chutes and turntable at Madawaska have been completed.

01-Aug-1907 Page 599 Locksley

New trestles and bridges are to be put in on the Pembroke Southern Ry. and other improvements made.

01-Aug-1907 Page 599 L'Orignal

Some trouble is being experienced at different points of the line between Hawkesbury and Ottawa, in getting the right of way. The track between Hawkesbury and Rockland was expected to be laid by June 30, and the contractor stated that if possession of the right of way could be obtained there would be no difficulty in having track laid to Ottawa by Sept. No formal decision has been announced regarding the entrance of the company's line into Ottawa, but it is thought that a junction will be made with the GTR

01-Sep-1907 Page 599 L'Orignal

Some trouble is being experienced at different points of the line between Hawkesbury and Ottawa, in getting the right of way. The track between Hawkesbury and Rockland was expected to be laid by June 30, and the contractor stated that if possession of the right of way could be obtained there would be no difficulty in having track laid to Ottawa by Sept. No formal decision has been announced regarding the entrance of the company's line into Ottawa, but it is thought that a junction will be made with the GTR

01-Sep-1907 Page 663 Kingston, Smiths Falls and Ottawa

Kingston, Smiths Falls and Ottawa. Although the project to construct a line of railway between Kingston and Ottawa is being carried out by an independent company with the above title, it is really a GTR work.

01-Sep-1907 Page 665 Smiths Falls

J.G.G. Kerry, C.E. of Montreal has been appointed by the Dominion Government to make a report on as to the best route for the Ottawa-Toronto line, for which the company (CNOR) has filed plans. These plans have been objected to by certain interests and the department of Railways decided, before finally passing them, to have an independent survey made. The section of country through which the location is objected to, lies between Smiths Falls and Lanark. The GTR is interested in the Kingston, Smiths Falls and Ottawa Ry. which passes through the same section of country, and the location of this line will also be decided upon the report of this special survey.

01-Sep-1907 Page 665 Ottawa Terminal

On his return to Ottawa, after his recent trip to Europe, Sir W. Laurier stated that one of the first things to engage his attention would be the pushing forward of the project of the new station and hotel which he was disappointed to find had been delayed during his absence. Subsequently the Premier had consultations with W. Wainwright, Fourth Vice President GTR, and D'Arcy Scott, Mayor of Ottawa in reference to the position of the plans. On Aug 9, the GTR, which company has the duty imposed upon it of the erection of the new station, submitted plans for the same to the Department of Railways for approval. The plan, which had been previously submitted have been withdrawn. The site of the new station is to be adjoining Sappers Bridge; and the plans provide for a terminal station with accommodation, not only for the GTR but for the CPR and any other system desiring to utilize it. The central portion of the building will be ten storeys in height, and will be laid out as an office building for the various railways and for general use. The question of the erection of an hotel is in abeyance, but it is expected that some steps will be taken by the GTR towards building one at an early date.

01-Sep-1907 Page 665 L'Original

C.W. Spencer, General Manager, is quoted as saying that trains will be running on the line between Hawkesbury and Ottawa this fall. Several miles of track have already been made.

01-Sep-1907 Page 683 Hull Electric

A resolution has been passed by city council of Hull granting permission to the company to construct a double track on Main Street and to effect other improvements; the company to pay \$7,500 and \$3,000 a year for 20 years for the privilege, with power to construct a loop line.

01-Sep-1907 Page 683 Ottawa Electric

The work of relaying the track on Sussex Street with heavier rails is in progress. City council has authorized the preparation of a by-law to permit the construction of a number of additional lines and extensions in the city.

01-Oct-1907 Page 737 Ottawa Terminal

The Dominion Cabinet has approved of the plans for the Ottawa central station and hotel. The station will be on practically the same site as the present central station which was taken over by the GTR from the CAR. The hotel will be located on the south west corner of Major's Hill Park with a frontage of 135 ft. on Wellington Street and a side elevation on the west facing the canal and eastern block of 80 ft. It will be seven stories high, with 300 rooms and 100 bathrooms. The architecture will be Norman gothic, to harmonize with the Parliament and Departmental buildings. It is said that construction will be started this autumn. B.G. Gilbert, of New York is the architect and associated with him is C.P. Meredith, of Ottawa.

01-Oct-1907 Page 737 Locksley

Plans for the extension of this line - leased to the CAR (Ottawa Division - GTR) from Pembroke to Golden Lake, 21 miles, have been approved by the Ontario Railway and Municipal Board. The company has decided to erect a new station at Pembroke.

01-Oct-1907 Page 739 L'Original

The construction gangs on the extension of the line from Hawkesbury to Ottawa have reached that city and grading is well in hand. it is not expected, however, that the line will be completed as early as was anticipated, but H.K. Wicksteed C.E. says that trains will be running over it by the end of the year. The entrance of the line into Ottawa has not been finally determined upon, but it is expected that, for the present the entrance will be over the tracks of one of the existing lines from Hurdman's Bridge.

01-Oct-1907 Page 741 Kingston, Smiths Falls and Ottawa

Kingston, Smiths Falls and Ottawa. A letter from A.T. Drummond, respecting the route of entrance of this projected railway into Ottawa, is before the city council. Some years ago the council voted \$50,000 to the company towards the construction of this railway, but nothing was done towards earning it. The company has been taken up by the GTR and an assurance given that as soon as the location plans have been approved of by the Government, construction will be started. The application to have these plans approved by the Railway Commissioners was made by the GTR legal department and we are advised that while the company is not a GTR one, traffic arrangements have been made between the two companies.

01-Oct-1907 Page 757 Ottawa Terminal

Ottawa Terminal Railway. Tests were made of the ground on the site of the new station building Sept. 12, with a view of arranging the foundation work. Rock was reached in most places at a depth of 2 ft.

01-Oct-1907 Page 757 Ottawa Terminal

Ottawa Terminal Railway. Tests were made of the ground on the site of the new station building Sept. 12, with a view of arranging the foundation work. Rock was reached in most places at a depth of 2 ft.

G.T.R. Ottawa Station and Hotel.

The plans of the Ottawa Terminals Railway Co., which is controlled by the G.T.R., for a central station and office building, and a hotel at Ottawa, have been approved by the Dominion Government, and preliminary work has been begun on the site, so that foundations for both structures may be put in this fall. The station and office building, which will be erected practically on the site of the present Canada Atlantic Ry. station, but which will, of course, occupy more space, will be approximately 150 ft. square; the main waiting-room, ticket office, concourse, etc., being located on the track level adjoining a new station plaza, 00 x 180 ft., for hacks, baggage waggons, street cars, etc., similar to the Bonaventure station plaza at Montreal. Adjoining this plaza and the station proper the train shed, 800 by 150 ft., will extend alongside the Rideau Canal, the passenger platforms being 20 ft. wide, and over 1,000 ft. long, and covering nine tracks with connection to Alexandra bridge. This train shed is designed to be used for the G.T.R., the C.P.R., the New York Central Rd., and future connections. The Rideau St. level will be approximately 22 ft. higher than the tracks. At the center of the building at this level will be a wide interior portico and lobby with a commodious stairway to waiting-room below; also ample elevator service. The wide, generous exit stairway from the train shed and concourse will be used for this purpose only, and extend to the intersection of Sapper's bridge at the Rideau St. level, as at present, from the old station. The mezzanine between grades will contain the train despatcher's and station master's offices, service rooms, etc. The upper floors will be arranged for railway offices, with all modern accommodation. The structure, in all its details will be fireproof throughout, with framework of steel, and exterior of stone, a modern, up-to-date structure, with all accessories for convenience and comfort. A separate annex will be located at the axis line of Sussex St., which it is likely will be widened by the city, and will contain baggage and express rooms, also rooms for conductors and trainmen, mail, customs, power plant, etc. The area of the principal rooms will be approximately as follows: general waiting-room, 52 ft. square, with wide wings, each 50 x 50 ft. and 40 ft. high; women's room, 52 x 32 ft., with rest room, lavatory, etc.; men's smoking room, 32 ft. square; union ticket office, 52 ft. square; lunch room, 52x35 ft.; sleeping car and telegraph offices and information bureau, each 15x20 ft.; train despatcher's office, 52 ft. square; telephone booth, news stand, parcel room, etc., as required, also second-class accommodation: public concourse, 155x50 ft.; union baggage room, 90 x 70 ft.; express room, 50 x 50 ft., etc. The total ground area utilized for terminal station, approaches, etc., will amount to over 300,000 sq. ft. Thus Ottawa will possess, when it is completed in 1909, a union station larger in comparison than any other city of its size either in Canada or the U.S.

The hotel will be erected in the south-west corner of Major's Hill Park, overlooking the Parliament Buildings, Ottawa River, Rideau Canal, and with distant views of the Chaudière Falls, the Gatineau Valley and the Laurentian Mountains. It will contain over 300 bedrooms and 125 baths, in addition to ample service and public rooms, private banquet halls and ballrooms, special and royal suites, etc., also terraces on the ground floor overlooking the park, with lamps similar to those on the Bois du Boulogne in Paris. It will have all modern conveniences, accommodations and furnishings which go to make up a first-class and successful hotel, and will provide what Ottawa has long needed in this respect. In keeping with the Parliament Buildings, which dominate the local architecture, also the new departmental buildings, soon to be erected, the station and hotel have been designed in a free gothic style, by B. G. Lee, of New York.

01-Nov-1907 Page 827 Montreal and Ottawa

In connection with the improvements which the CPR is carrying out at Hull it is reported locally that a project for the construction of a second track under the CPR property at Little Farm is under consideration.

01-Nov-1907 Page 827 Kingston (CP)

Traffic was suspended for some days recently at Wilbur station, about 30 miles south of Renfrew, by the sinking of about 125 ft. of track in a bog.

01-Nov-1907 Page 831 Kingston, Smiths Falls and Ottawa

Kingston, Smiths Falls and Ottawa. Surveys are reported completed in the vicinity of Smiths falls or this projected railway. The party is now working in the vicinity of Richmond.

01-Dec-1907 Page 895 Prescott

The CPR put on a new train to run between Toronto and Ottawa Nov. 25. There will be one train a day each way, leaving each city at 10.45 p.m. and reaching its destination at 7 a.m.

01-Dec-1907 Page 929 Ottawa Electric

The OER has expressed its willingness to share the cost of constructing the proposed viaduct provided it is not called upon to widen the Somerset Street bridge. It is possible that this street bridge may be abandoned entirely as far as street railway traffic is concerned.