

# Local Railway Items from Ottawa Papers - Central Railway of Canada

*Saturday 02/09/1911 Ottawa Journal Central of Canada*

Central Railway Company of Canada, which recently placed a bond issue of five million dollars in the money markets of Britain and France, claims that it is entitled to receive, upon fulfillment of certain conditions, some 1,300,000 acres of land in Ontario and Quebec. The question is likely to prove a troublesome one for the governments concerned. More.

*Saturday 20/01/1912 Ottawa Journal Central of Canada Montreal*

It was announced last night that preparations were complete for the building of the Central Railway of Canada and that the first section from Montreal to Ottawa would be completed at the end of the present year while the further portion from Ottawa to Georgian Bay will be build shortly thereafter.

It is expected that the terminus will be the Grand Trunk Railway new Bonaventure station.

*Thursday 25/01/1912 Ottawa Journal Central of Canada*

Within two years another railway line will have been constructed into Ottawa. The Central Railway Company of Canada have granted to Messrs. C.J. Willis and Sons of London, England, the well known firm of English contractors, the contract to construct a double track line between Ottawa and Montreal, the first section of the new road which the Central Railway proposes building between Montreal and Midland, Ont., a town on Georgian Bay. The whole line, when completed, will be 430 miles long, and will likely be constructed by Messrs. Willis and Sons. The ties for the new road have been purchased and tenders have been called for the steel. Work will start on the Ottawa Montreal section in the spring.

According to Mr. D. Lyall, M. Inst. C.E., the Montreal representative of Willis and Sons, the contractors have as yet gone no further in choosing a route of the new line than to take a number of surveys.

Where the new line would enter Ottawa, Mr. Lyall was unable to say. According to the original plans of the railway, it was intended to follow a line similar to the line now being followed by the Canadian Northern route between the Ottawa River and Montreal, but now, owing the Canadian northern having taken this line, the Central Railway is looking for a new line which would enable them to open up a new part of the country.

Mr. Lyall said in connection with the railway entrance to Montreal that two plans were being considered. Either the railway would enter the city over the Grand Trunk lines or construct lines of their own in the eastern portion of the city. Which plan would finally be decided upon he could not say.

The new line from Montreal to Midland, only part of which will be built at the present time, that between Montreal and Ottawa via Hawkesbury, according to Mr. Lyall, was designed as a grain line and the promoters of the company believed, that although the both Grand Trunk and the C.P.R. ran into Midland, that the future requirements of the grain traffic justified the building of another line between Midland and Montreal.

The Central Railway Company of Canada is capitalized at one million pounds sterling and lately floated sufficient bonds on the English market to construct a new line between Montreal and Ottawa.

Mr. Lyall denied that the railway had yet purchased any right of way. That would not come until the line of the route was finally decided upon.

*Friday 26/04/1912 Ottawa Journal Central of Canada*

At the route map hearings before Hon. Frank Cochrane, Minister of Railways and Canals, this morning the routes of the C.N.R. were reached of importance to Renfrew and Prescott counties.

With regard to the Central Ry. of Canada between Hawkesbury and South Indian, the line will cross the river at Hawkesbury, then cross the line of the C.P.R. at McAlpine, going along the Caledonia bridge at South Indian

The town of L'Orignal was anxious to have the route pass through it.

*Friday 05/07/1912 Ottawa Journal Central of Canada*

After years of delay, the Central Railway of Canada, which was formerly called the Ottawa Valley Railway, and which will form part of the Montreal-Midland grain route, has entered upon the construction period, some 28 miles or more being now under contract between McAlpine, on the C.P.R. Ottawa Short Line and South Indian, on the Grand Trunk, as the new railway crosses the two big lines west of the Ottawa River.

The Central location, after crossing the Island of Montreal, from the eastward, crosses the Back River a short distance above the C.P.R. bridge, and traversing Jesus Island to St. Eustache, a second bridge of considerable length crosses the Thousand Islands River, thence northward to Hawkesbury, where the company have running rights over the Canadian Northern bridge. A few miles more and McAlpine is reached, where the initial contract has been sub-divided and five or six sub-contractors are at work. A spur will run from South Indian to Ottawa.

*Thursday 11/07/1912 Chesterville Record Central of Canada*

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*Friday 11/10/1912 Ottawa Journal Central of Canada*

A dispatch from Midland says, "A meeting of citizens was held yesterday to consider the construction of the Central Canada Railway from Midland to Montreal. This company has had a charter for some years and is entitled to a very large land grant under a charter granted before Confederation. The company has recently floated its bonds in England had has let a contract to a large English contracting corporation for the construction of the railway from Montreal to Midland. The first section, from Montreal to Ottawa, is in course of erection and steel is laid for a considerable distance. It is proposed next spring to start construction on the western section, from Montreal westerly and from Midland easterly.

C.N. Armstrong, who is president of the company, and J.C. McLellan today addressed the Midland ratepayers. An offer has been made to the Dominion government to grant running rights to the Intercolonial Railway from Montreal to Midland, a distance of 335 miles.

The meeting passed a resolution approving of the project and undertaking to assist in carrying it through, and authorizing the formation of an organization to secure the usual Dominion and provincial subsidies.

*Friday 31/01/1913 Renfrew Mercury Central of Canada Carleton Place*

Account of a meeting in Carleton Place. - Carleton Place Herald.

*Thursday 16/04/1914 Ottawa Journal Central of Canada*

The Pall Mall Gazette suggests in a recent issue, that the Central Canada railway had better give applicants an opportunity to withdraw seeing that disclaimers have come from Rt. Hon. R.L. Borden and Hon. W.H. Hearst. Mr. J.W. McConnell sails on the Teutonic on Saturday.