

Local Railway Items from Ottawa Papers - Morrisburg and Ottawa Electric

Friday 06/09/1895 Renfrew Mercury Morrisburg and Ottawa Electric

People are wondering why some of the railway people, who are anxious to invest their capital, do not build an electric railway from Ottawa to Morrisburg via Eastmans Springs, Russell, Morewood and Chesterville. It is one of the finest sections of country in Ontario with a large number of thriving villages. A branch could be run to the village of Winchester. The townships along the line would no doubt give liberal bonuses, and many of the wealthy people would take stock, if necessary. L'Original Advocate.

Thursday 13/05/1909 Chesterville Record Morrisburg and Ottawa Electric

The Morrisburg-Ottawa electric railway is a certainty unless something very unexpected happens. The right of way of the roadside in each of the municipalities through which the line will pass has been obtained. A meeting was held at Moorewood recently when Messrs. C.M. Willard, J.H. Loughridge, B. Loughridge, W.M. Loughridge, J.W. Bogart, R. Merekley and John McFarlane were appointed directors. Mr. John McFarlane is the only Ottawa director. The surveyors will start work at once laying out the line and the grading will be completed next fall in order that the rails can be laid as early as possible next spring. Options have been obtained for electric power from Morrisburg, but the company will endeavor to buy a water power in the vicinity of Ottawa and develop its own electricity. Stock enough to float the project has been subscribed by farmers along the route and a New York firm has taken over the selling of the bonds. Nearly all the municipalities along the route have bonused the new undertaking.

Thursday 10/06/1909 Chesterville Record Morrisburg and Ottawa Electric

Options are being taken on water power about Ottawa by Mr. John McFarlane for the Morrisburg and Ottawa Electric Railway. Options were taken yesterday on a water power on the Upper Ottawa River developing 4,000 horsepower. If this power is conducted to Ottawa, and from there will operate the cars to and from Morrisburg. The idea is also to furnish light and power to villages along the route. A meeting of the directors will be held very soon when one of the water powers will probably be purchased.

Thursday 02/09/1909 Chesterville Record Morrisburg and Ottawa Electric

Ottawa Free Press. Mr. R.A. Bishop of Ottawa and a well known local solicitor whose name for the moment is Withfield (sic) were Monday added to the directorate of the Morrisburg and Ottawa Electric Railway. It was decided some time ago to increase the number of directors from seven to nine, and the fact of both additions being Ottawa men is indicative of the growing interest locally in the enterprise. Ex-mayor Brown of Morrisburg has been appointed Chief Engineer of the road and a boom in the progress of its construction is expected according to Mr. John McFarlane, the third Ottawa director. The preliminary surveys for the roadbed are completed and grading will be commenced this fall. Farmers along the line of the route have signified their desire to do the grading with their farm teams after the crop is in. In return they wish to be remunerated by stock in the new company. Negotiations are under way with the CPR for entrance into the city, via the old Ottawa and St. Lawrence Railway and it is possible that the terminal of the line will be in the vicinity of Queen Wharf. The meeting of the directors was held at Moorewood.

Thursday 16/09/1909 Chesterville Record Morrisburg and Ottawa Electric

The Ottawa Citizen says: Mr. John McFarlane has returned from Morrisburg where he was attending a meeting of the directors of the Morrisburg and Ottawa Electric Railway. The route of the road until it reaches Ottawa has been decided upon and grading is expected to start in about two weeks. The line will pass through the following towns and villages: Williamsburg, Bouck's Hill, Elma, Dunbar, Winchester Springs, Chesterville, Winchester, Morewood, St. Theresa, Ormond, Kenmore, Vernon, Metcalfe and Greeley. The route will be 55 miles long but the entrance into Ottawa has not been decided yet. The line will cost about \$770,000. It will be an electric line and will handle freight as well as passengers. The rails will be laid as early in the spring as the weather will permit. Mr. McFarlane visited Waddington on the American side opposite Morrisburg and saw the first train come in on the Norwood and St. Lawrence railway. This railway is 20 miles long and connects Waddington with the main line of the New York Central. With the new Morrisburg and Ottawa line and the Waddington and Norwood line there will be a direct line to New York from this city.

Friday 19/11/1909 Renfrew Mercury Morrisburg and Ottawa Electric

The location survey for a distance of eighteen miles has been completed in connection with the Ottawa-Morrisburg Electric Railway. The line will cross the Nation river at Chesterville. The original plan showed the main line running to Winchester. The survey apparently doesn't take in that place.

Thursday 16/12/1909 Chesterville Record Morrisburg and Ottawa Electric

By-Law No. 153 of the corporation of the township of Winchester for the granting to the Morrisburg and Ottawa Electric Railway Company a right of way along certain of its highways for the construction and operation of an electric railway under certain conditions.

By-Law No. 154 to authorize the issue of debentures of the township of Winchester to the amount of \$5,000.00 for the purpose of the granting of a bonus of \$5,000 to the Morrisburg and Ottawa Electric Railway Company in aid of the said railway company.

Thursday 21/12/1909 Ottawa Journal Morrisburg and Ottawa Electric

Winchester requested to contribute \$5,000.

Thursday 23/12/1909 Chesterville Record Morrisburg and Ottawa Electric

At a meeting of the Morrisburg Electric Railroad Company held at Winchester Springs, December 17th which was well attended by the people of the surrounding country.

Mr. Solomon Coons occupied the chair. The meeting opened at 8 o'clock, speakers present, Calvin Munroe, Mr. Willard, Mr. J. Bogart and Mr. J. McFarlane. Chairman's address opened the meeting by some very fitting remarks regarding the present scheme of the railroad proposed.

Mr. Monro followed stating that the cars would stop at every cross roads. The Bonus, he said would only cost the farmers about \$1.50 each and that it would be a great benefit to the farmer and merchant and in fact to every class of people that all would be made happy by it.

Mr. J. Bogart followed and explained what he meant by the right of way etc. He said it only meant the privilege of building the electric road on the road-side and that if the Company would settle for it with the farmers have offered to give twenty feet or more inside of their fence and a bonus of \$200.00 to have it pass their way.

He explained the change in the Ontario law regarding railway on the highway and that the grant was only for 22 years and then the Company would be at the mercy of the Townships and that the company would prefer having the road on the property of the farmers and settle with him for it and own the land the road is built on. He also showed the benefit of cheap electric light and electric power.

Mr. Willard was the next speaker and he went over the same ground covered by the two former speakers.

Mr. McFarlane came forward next and was somewhat abashed as he had lost his running mate Mr. Bishop, he having to return to Ottawa on account of illness. He soon found his bearing and started off easy feeling his way very careful until he had his audience in his command and held them spellbound some scarcely breathing. He went into the cheapness of the Power and the great amount of horsepower (34 000) horsepower (sic) can be had at reasonable rates.

He told how hard it was for the Ottawa Street rail to sell its stock at first and how gratifying it has been to the stock holders since making 8 per cent and now paying 12 per cent and a nice rest (sic) fund of \$800,000, he showed how nice it would be for homes along the road.

They could have the electric irons for doing their ironing instead of heating up the house in a hot summer day, and how nicely he explained the carpet cleaner, that it would make home like heaven and then think of the electric heater to warm your bed room and other things too numerous to mention.

One could scarcely keep down when he portrayed the sublime thing that are in store for Winchester Spring and see the masses flocking to the Spring to get the healing waters.

Also, Uncle Sam's people coming over in amazement on beholding this fertile land flowing with milk and honey and longing to their business here.

The meeting came to a close by moving a vote of thanks to the Chairman.

Thursday 02/06/1910 Chesterville Record Morrisburg and Ottawa Electric

The Ottawa Citizen says: Winchester Springs, including buildings and 40 acres of land have been purchased by Mr. James E. Wilson. These springs were first made famous by Dr. Anderson, who bought them and erected buildings. For some years, it was a favorite resort, as many as 200 people congregating there at one time. But it was twelve miles from the nearest railway at Morrisburg and when other springs were discovered with railway facilities very close Winchester Springs became a back number. However, the Morrisburg and Ottawa Electric Railway is to pass through and this is expected to revive the old time popularity of the place which is 32 miles from Ottawa. The sale was negotiated by Mr. J. McFarlane.

Monday 27/03/1911 Ottawa Journal Morrisburg and Ottawa Electric

Advertisement. Offering of shares will close in a few days.

Thursday 01/08/1912 Chesterville Record Morrisburg and Ottawa Electric

A special general meeting will be held at 79 Laurier Street on August 29.

Some trouble arose some time ago over an account of the late John McFarlane, who had collected subscriptions for the company. The deceased would sell stock, collecting the money for a month and placing it to his own account before turning it over at the end of that period to the secretary treasurer of the company.

After his death he had a small sum of money credited to him and a some misunderstanding arose between his executors and the company as to how this should be credited.

This trouble was settled some time ago - his executors do not claim the money.

There are understood to be three proposals as regards the road's entrance into the city, one of which will be decided upon. The financial position of the company is good and there appears no reason why an early start should not be made. Incidentally the construction of the new road may solve a problem which has been perplexing members of the publicity bureau, the securing of transportation facilities to factory sites in the southern and eastern parts of the city, although the secretary of the company would not discuss this when seen.

Mr. James Oliver of Ottawa is the President of the Morrisburg and Ottawa Electric Railway Company and the head office is now in Ottawa, having recently been transferred from Morewood.

Thursday 26/09/1912 Chesterville Record Morrisburg and Ottawa Electric

On Monday afternoon of last week president Oliver and directors Rilt, Biggar, Bogard with W.C. Strader, with secretary J.R. Bishop, and solicitor Kelly of the Morrisburg and Ottawa Electric railway came out from Ottawa by autos en route for Morrisburg. On their way from the capital they followed the route of the proposed line as near as possible. The officers of the undertaking seem pleased with the proposed route and are determined to push the construction as soon as possible.

Thursday 07/11/1912 Chesterville Record Morrisburg and Ottawa Electric

A large staff of engineers is in the field on the survey of the Morrisburg and Ottawa Electric Railway Company. This will make the fourth survey run through as the directors are desirous of securing the very best route and grades possible. Plans and profiles are being prepared and tenders will be called for grading very shortly.

The company found that the increased business taxed the old offices and are now moving in their suite in the Canada Life Building, Sparks Street about November first.

Every effort is being put forward to have construction work commence in April next or earlier if conditions permit.

Monday 09/12/1912 Ottawa Journal Morrisburg and Ottawa Electric

Discussion in city council about giving Morrisburg and Ottawa Electric permission to enter the city to a terminal point on Riverdale Avenue not more than 200 feet east of Bank Street.

Thursday 12/12/1912 Chesterville Record Morrisburg and Ottawa Electric

That a by law be submitted to the people of Ottawa on the question of granting the Morrisburg and Ottawa Railway an entrance into the city was the decision of the city council unanimously adopted a report of the board of control to this effect.

The board's recommendation read "that a by law be submitted to the ratepayers to give permission to the Morrisburg and Ottawa Electric Railway to enter the city of Ottawa at a terminal point 200 feet east of Bank Street" This was carried unanimously and without discussion.

This last clause was put in at the request of the Morrisburg and Ottawa Railway, the OER having, as yet, mad no application, as its extension along these streets depends upon the proposed bridge over the canal at Pretoria Avenue. As soon as this bridge is completed the OER has promised to extend.

The city council also dealt with a further recommendation of the board of control that a by law be submitted to the people "authorizing the Ottawa Electric Railway to lay tracks, and operate its railway on Bank Street, southerly to its intersection with Riverdale Avenue and on Riverdale Avenue, Main Street and Hawthorne Avenue, on condition that the city reserve the right to grant to other companies the privilege of operating cars on such lines on terms to be agreed upon between the Companies and the city". This motion was passed unanimously and without discussion.

Thursday 19/12/1912 Ottawa Journal Morrisburg and Ottawa Electric

Directors encouraging rate payers to approve by-law--

There are tenders in for poles, wires etc. and in a week or two, when engineer's report is finally ready, tenders for construction will be invited. All preparations are being carried through with a view of commencing construction early in April.--

The company will shortly invite tenders for six cars.

Wednesday 19/03/1913 Ottawa Journal Morrisburg and Ottawa Electric

Brockville wants the road extended to Brockville. More.

It is expected that construction work on this line will be started in May and that in two years time it will be practically finished.--

Friday 11/04/1913 Ottawa Journal Morrisburg and Ottawa Electric

Possibility of extending the line to Charleston lake via Athens.--

Thursday 22/05/1913 Ottawa Journal Morrisburg and Ottawa Electric Ottawa, Billings Bridge

A party of surveyors in the interests of the Morrisburg and Ottawa Electric Railway started work at Billings Bridge last week and are about seven miles out the Metcalfe road working now.

Friday 23/05/1913 Ottawa Journal Morrisburg and Ottawa Electric

It was stated this morning by Mr. J.G. Kilt, president of the Morrisburg and Ottawa Electric Railway that the contract for the construction of their line into Ottawa had been given to the Reliance Contract Company of Chicago.

It is understood they will furnish all cars and that the line will be operating from South Gloucester by October.

The Hydro Electric are under bond to provide power.

Friday 11/07/1913 Ottawa Journal Morrisburg and Ottawa Electric

President J.G. Kilt of the Morrisburg and Ottawa electric railroad, announced this morning that construction work on the new road would in all probability be commenced during the first week of August. He said that a section of the new road would be under construction before the winter.

At a special meeting of the board of directors held yesterday afternoon, Mr. Lyon Sydow, C.E., was appointed chief construction engineer of the new road.

Several tenders for the construction of the new road were received by the directors. The lowest contract was decided upon and will be referred to the shareholders meeting on July 25th before being awarded. The contract may be awarded for twelve or forty miles of construction work.

Thursday 14/08/1913 Chesterville Record Morrisburg and Ottawa Electric

The first sod on the Morrisburg and Ottawa Electric Railway, working out from the Ridgemont end, will likely be turned the latter part of this week and the work of constructing the line will be rushed along. It will be remembered that a couple of years ago Hon. J.P. Whitney turned the first sod on the other end of the line, near Morrisburg.

The contractor is now getting his materials on the ground and is practically ready to start work on the line. This section is about 12 miles long and will be the first to be built, the remainder to be constructed in sections and linked up.

"We have not much idea how soon the work on this section will be completed," said one of the directors of the company, "It all depends on the contractor. As it is to his own advantage to hurry the work along as fast as possible to do it properly, we do not anticipate any needless delay. Much of course depends on the weather."

Friday 22/08/1913 Ottawa Journal Morrisburg and Ottawa Electric Billings Bridge

Without any undue ceremony and unmarked by any particular outburst of enthusiasm, the first furrow in the construction of the Morrisburg and Ottawa Electric Railway was turned yesterday afternoon. Only a few witnessed the first act of construction - including members of the directorate, the engineer, contractor, and several representatives of the press.

The commencement of the work was made in the Potvig farm, situated in the townsite of Iberville, about three miles past Billings Bridge. About 3 o'clock the handles of a waiting plough were turned over to Mr. J.G. Kilt, president of the line, and without any baptism of speeches or wet goods the first furrow was turned. The teamsters immediately continued the work.

Already the route has been prepared as far as Greeley, which is some ten miles from the starting point. The construction work will be carried on in this direction for a short time, after which the grading will be started in the direction of the city.

Besides President Kilt, there were Mr. J. Tully, vice-president; Mr. R. Bishop, secretary/treasurer; Mr. Coplin, director, and contractor Tierney. After the task of turning the sod had been completed engineer L. Von Sydow, under whose charge the work will continue, tendered those present a real camp dinner at his headquarters.

A very comfortable camp had been set up by contractor Tierney. There will shortly be forty men engaged in the work of construction.

Friday 03/10/1913 Ottawa Journal Morrisburg and Ottawa Electric

It is rumoured that the Morrisburg and Ottawa Electric Railway is to enter Ottawa from the west end.

It has been stated during the past few days, though not by officials of the road, that the company is buying up land out on the Britannia district with a view to making entry in that direction.

Questioned today regarding this rumor, Mr. J.G. Kilt, one of the directors, refused to say anything beyond that the company was going ahead with its operations and was pushing the building of the road as fast as possible.

Tuesday 14/10/1913 Ottawa Journal Morrisburg and Ottawa Electric

Operations in the work of the Ottawa and Morrisburg electric railway are going ahead rapidly now and President Mr. J.G. Kilt expects to have cars running on a part of the road by this time next year.

Yesterday afternoon, the management of the road took a party out from town to view the operations. The members of the party were met at the works by Mr. Kilt, who went with them over the grading which had been done. There are now about four miles of road bed ready for the ties. At the present time about one mile of roadbed is being graded per week.

Mr. Kilt and the other officials of the road are optimistic of its future. They claim that it is usual to take in a ten mile strip, five on each side of the road when considering the possibilities. This road will, however, be serving a population of 2,500 every mile, taking only a four mile wide strip.

Already the company has made arrangements for the carrying of freight into Ottawa. The farmers are looking forward to the possibilities of shipping their milk and other produce and getting quick transportation into the city.

Almost all the rights of way have been secured and the work of construction is being pushed ahead as rapidly as possible.

Thursday 23/10/1913 Chesterville Record Morrisburg and Ottawa Electric

The directors of the Morrisburg and Ottawa Electric Railway report the purchase of 300 acres of gravel and sand within 20 miles of Ottawa. The pit has a 40 ft face, and is possibly the largest and most valuable in eastern Canada.

Thursday 18/12/1913 Chesterville Record Morrisburg and Ottawa Electric Chesterville

Proposed by law 233 of village of Chesterville to grant \$5,000 by way of bonus to Morrisburg and Ottawa Electric Railway to aid the procuring of a right of way through the village of Chesterville.

Also township of Winchester proposed by law 222 by granting a right of way.

Tuesday 27/01/1914 Ottawa Journal Morrisburg and Ottawa Electric Morrisburg

Morrisburg. A proposal to submit a by-law to the electors of Morrisburg after October 1, 1914, to allow the Morrisburg & Ottawa Electric road, right of way through the town, is the latest phase in the Morrisburg & Ottawa Electric Railway situation.

At a recent special meeting of the Morrisburg town council, Mr. J.G. Kilt of Ottawa, was present and presented his request that his road be allowed right of way through the town. There is now an existing by-law of the town of Morrisburg, passed on June 16, 1913, granting running rights over the streets to the St. Lawrence & Ottawa Electric Railroad. This by-law does not expire until October 1st of this year, and subsequently Morrisburg town council has refused to put another by-law to the people, for the purpose of allowing the Morrisburg & Ottawa Electric Railway right of way through the town.

Company's car Shops

To fulfill the terms of the agreement the St. Lawrence & Ottawa road must have sixty percent of its road built in the town of Morrisburg before October 1st.

Mr. A.H. Coplan, one of the board of directors of the Morrisburg & Ottawa, accompanied Mr. Kilt, and spoke of another phase of the electric railway question, namely that of locating car shops. According to Mr. Coplan, it would require 1,700 h.p. to run the plant at full capacity, and the railway would place an order of between \$300,000 and \$3500,000. Morrisburg, it was expected, would get a big slice of this work if the plant was located there.

The Morrisburg council refused to grant the Morrisburg & Ottawa a cash bonus.

Secured Right of Way

During the meeting it was pointed out that the railway had secured right of way to the northerly boundary of the town. Much money had been spent and already ten miles of the road had been graded out of Ottawa. It is expected that between thirty and thirty-five miles of the road will be constructed by next fall.

The following resolution was passed:

"That this council would welcome the building of the Morrisburg & Ottawa Electric Railway to our village and would be willing to submit a by-law to the people granting said road a right of way over a street from the northern limits to the waterfront, and on Main street, subject to proper restrictions, and to give said company whatever assistance we can to cross the G.T.R. tracks. Said by-law not to be submitted till after October 1st."

Wednesday 11/03/1914 Ottawa Journal Morrisburg and Ottawa Electric

It is unlikely the government will grant any railway subsidies this year was the statement made by Hon. J.D. Reid, acting Minister of Railways to the delegation representing all points through which the Ottawa and Morrisburg Railway will pass through the Capital and the St. Lawrence River.

More.

Thursday 16/04/1914 Ottawa Journal Morrisburg and Ottawa Electric

The Morrisburg and Ottawa Electric Railway company may increase bond privileges from \$20,000 to \$30,000 per mile, this right being granted by the railway committee of the legislature this morning.

It was explained by Mr. G.D. Kelly, counsel for the railway, that the charter had not been lived up to in the failure to expend the necessary 15% of the capital cost in construction on the two year limit. By an amendment, unless this is settled in two years, the charter will be removed.

There is now sufficient money on hand to finish building the dozen miles in the Ottawa entrance and this was regarded as a profitable section, but the construction will be cautious until a successful business is assured.

Thursday 23/04/1914 Chesterville Record Morrisburg and Ottawa Electric

The Morrisburg and Ottawa Electric Railway may increase its bonds privileges from \$20,000 to \$30,000 per mile, this right being granted by the railway committee of the Legislature at Toronto.

It was explained by Mr. G.D. Kelley counsel for the railway that the charter had not been lived up to in the failure to expend the necessary 15% of the capital cost in construction on the two year limit. By an amendment, unless this is settled in two years the charter will be removed.

There is now sufficient money on hand to finish the building the dozen miles in the Ottawa entrance, and this was regarded as a profitable section, but the construction will be cautious until a successful business is assured.

Friday 26/06/1914 Ottawa Journal Morrisburg and Ottawa Electric

A strip of land from Ottawa to the St. Lawrence, fifty feet wide is offered free for a highway.

As announced exclusively yesterday in the Journal yesterday, the Highway Commission of the Ontario Government has begun preliminary preparations for a highway from the Capital to the St. Lawrence. This, it is expected, will be completed in 1916.

The Morrisburg and Ottawa now announces that realizing the great benefits of a highway such as is proposed, it stands willing to turn over to the Commission free, a strip of land fifty feet on land stretching right down from Ottawa to the St. Lawrence. The offer is being communicated to the Highways Commission at once.

Saturday 27/06/1914 Ottawa Journal Morrisburg and Ottawa Electric

That over \$2,000,000 will be spent and hundreds of men given employment on the Morrisburg and Ottawa Electric railway this summer was the statement given by Mr. J.G. Kilt of that railway to the Journal this morning.

"Tenders," he said, "for the construction of the connecting link with Ottawa, will be opened on July 4th."

It is expected that at a meeting of the shareholders on July 7th the contracts will be awarded.

In this case, work would be commenced about the middle of July and hundreds of men now idle will be given employment.

"The starting of the work on this line will do much to relieve the employed situation," declared Mr. Kilt.

Thursday 23/07/1914 Ottawa Journal Morrisburg and Ottawa Electric

The councils of the townships of Williamsburg and Winchester held meetings on Monday last and gave first and second readings to by laws to guarantee bonds for about one sixth of the cost of construction of the Morrisburg and Ottawa Electric Railway. In each case, petitions containing over fifty names of resident freeholders were presented, and the members of council sent the by laws on to rate payers to vote upon on August 17.

The council of Osgoode township asked to adjourn until Saturday next so that the solicitor, Mr. McLaurin, could be consulted.

In Gloucester township it was found that some of the petitioners were non resident and the railway company withdrew the petition and will present it at the next regular meeting.

The general feeling along the entire line is that the road will pay handsomely and that, therefore, there is no real liability on the guarantee, and that the townships are merely expressing the opinion that the road is very much needed and will double and treble the value of their lands.

In the immediate vicinity of the city at Billings Bridge a few scattered owners of property fear that if the Morrisburg and Ottawa Electric Railway is built that it may interfere with the Ottawa Electric Railway building an extension out to the proposed terminal of the Canadian Northern at Billings Bridge, but the officials of the Morrisburg and Ottawa explain that if the Ottawa Electric Railway will build out the Bank Street road to Gatesville they will be very glad to erect a terminal at that point where the two lines meet.

The Morrisburg and Ottawa railway runs through extensive gravel beds in Winchester, covering an area of several hundred acres, and the demand for this commodity is very great owing to increased uses that are being made of concrete. The railway traverses the very cream of Eastern Ontario, and should prove a splendid investment.

Thursday 23/07/1914 Chesterville Record Morrisburg and Ottawa Electric Winchester

Winchester township proposed by-law No. 237 to aid and assist the Morrisburg and Ottawa Electric Railway Company by guaranteeing the payment both as to principal and interest, of \$60,000.00 as an authorized issued of \$2,500,000 of five per cent thirty year first mortgage gold bonds.

Thursday 20/08/1914 Chesterville Record Morrisburg and Ottawa Electric

The by law voted on Monday in part by the township of Winchester in connection with the Morrisburg and Ottawa Electric Railway was defeated by the following vote:

No. 1 17 for 40 against
No. 6 31 for 60 against
No. 7 13 for 62 against
61 for 162 against.

Thursday 22/05/1915 Chesterville Record Morrisburg and Ottawa Electric

Nearly every day the Morrisburg and Ottawa Electric Railway Company issues a few writs against shareholders who have not paid up their shares. Thirty or more have been issued since the company was given judgment in eleven actions that were first brought to court.

List of actions and amount owing.

There will be another meeting of dissatisfied shareholders next Saturday.

the contractors, it is said, have declined to start work until this difference between the company and its shareholders has been worked out.

Thursday 12/08/1915 Chesterville Record Morrisburg and Ottawa Electric

It is now believed that Electric Railway promoter Brown was a little premature in setting the date of his arrival on the first car at two months from his sod turning celebration of a week ago Monday.