

Local Railway Items from Area Papers - Ottawa and St. Lawrence Electric Railway

15/03/1912 Renfrew Mercury Ottawa and St. Lawrence Electric

Electric Railway for Renfrew - Ottawa and St. Lawrence Electric.

-- The original map showed it starting at Ottawa, running fairly straight to Morrisburg, from Morrisburg up to Brockville, from there to Perth, Lanark, Brightside, Waba, Braeside to Arnprior, and from Arnprior down through Carleton county to the place fo starting, Ottawa. From what the Mercury learns this week, it is now possible that the road will be given a still further loop and that before reaching White Lake will branch off into a circuit taking in Mount St. Patrick, Calabogie and Renfrew to Arnprior by a route which will take in, if possible, the country not now served by the G.T.R. or the C.P.R. with a branch from Raycroft in Lanark county to White Laka and Waba. The idea of the loop is to open up the valuable mineral section of the Brougham district, which has been long neglected.

09/10/1912 Ottawa Journal Ottawa and St. Lawrence Electric

Construction of new gas electric line to begin at once.

Mr. J.E. Asquith of Ottawa, one of the promoters of the Ottawa & St. Lawrence Electric Ry. Co. has received word from Mr. Morden of Toronto informing him that the services of Mr. E.E. Malone, the well known engineer, have been secured for the company, and he will leave Toronto for Ottawa this evening with his staff in a private motor car.

He will act in the capacity of chief engineer for the construction of the line between Ottawa, Arnprior, Brockville and Morrisburg, work on which will be begun at once.

26/10/1912 Ottawa Journal Ottawa and St. Lawrence Electric

An official announcement was made by a director of the St. Lawrence and Ottawa Electric Railway this morning that five electric train coaches have been decided upon at a total expense of \$135,000, or \$27,000 a piece for the new electric road between this city and Morrisburg.

The contract given some time ago for the completion of the road calls for the work to be finished by the latter part of August 1913, or during the month of September of the same year. Thus it is confidently expected by the directors that the new road will be in operation within a year's time.

The new cars will have a speed capacity of sixty miles an hour. They will, however, not run at this speed on schedule.

In addition to the purchase of these cars, an electric engine capable of hauling ten or twenty ordinary freight cars, has also been purchased.

The new cars will be 72 feet in length, and have their motive power in the front, as illustrated in the cut below.

It is the intention of the directors to give half hour service and hold the fifth car in reserve in case of accident or use it for freight hauling purposes.

(Includes a picture of a thee car train.)

07/11/1912 Chesterville Record Ottawa and St. Lawrence Electric

The directors of the St. Lawrence and Ottawa Electric Railway have decided to order five electric coaches at a cost of \$135,000 or \$27,000 each for use on the new line between Ottawa and Morrisburg.

The contract calls for the completion of the road by September 1913, and it is confidently expected that the new road will be in operation within a year's time.

The passenger cars will be capable to make sixty miles an hour and an electric engine capable of hauling twenty ordinary freight cars has been ordered. The new cars will be seventy two feet long and it is the intention of the directors to provide a half hourly service on all branches of the road.

08/11/1912 Ottawa Journal Ottawa and St. Lawrence Electric

There is the possibility of the second link of the St. Lawrence and Ottawa electric railway, from Ottawa to Chats Falls being surveyed this fall.

The surveyors of the road have now completed their work as far as Manotick, and it is expected they will have the first stage of the new road surveyed by the end of next week and will thus reach Ottawa.

Should the weather permit, it has been stated as probable that the second link of this road from this city to Chats Falls will be surveyed this fall.

It has been announced that construction work will likely be commenced early next June, and by this method it is hoped that the company will be in a position to operate an Ottawa Chats Falls electric line in the summer of 1914.--

21/04/1913 Ottawa Journal Ottawa and St. Lawrence Electric Ottawa

That the preliminary survey work for the St. Lawrence and Ottawa electric belt line had been completed and that grading and track laying would be accomplished during the present year were statements of Deputy Magistrate, J.E. Askwith, president of the company, to the Journal.

"I don't know what the intentions of the people behind the Morrisburg and Ottawa Railway may be," said Mr. Askwith of the rival company. "I do know, however, that we intend to go ahead with our line. While the two lines would run rather close for a certain distance, I do not think that they would necessarily interfere with each other."

"How will the St. Lawrence and Ottawa enter the city?" the reporter asked.

"Arrangements have been made with the Ottawa Street Railway towards coming in over the Holland Avenue line. The street railway authorities have agreed to consider such a solution to our problem, and an understanding will probably be reached."

There is now sufficient subscribed capital behind the St. Lawrence and Ottawa belt line to carry the project to a successful culmination.

13/06/1913 Ottawa Journal Ottawa and St. Lawrence Electric

From an authoritative source the Journal learned this morning that the contract for the building of the St. Lawrence and Ottawa electric railway has been let to a Toronto construction company of which Mr. J.A. Morden is head, at a contract price of \$5,000,000.

It will take about five years to complete the building of the road and the Ottawa-Arnprior and Ottawa-Morrisburg branches will be built first. It is understood the contractors have taken over the bonds of the road.

The annual meeting of the railway was held yesterday and as a matter of convenience to the contractors it was decided to transfer the head office of the company from Ottawa to Toronto. A branch office will, however, be kept open in the Blackburn Building on Sparks Street.

The transfer of the office and the election of officers was the chief business dealt with. Deputy Magistrate J.A. Askwith, former president of the road, was again returned to the presidency and the remainder of last year's board of directors and officials was returned en bloc.

26/06/1913 Chesterville Record Ottawa and St. Lawrence Electric

Williamsburg township has negatived bylaws for the granting of right of way and bonus of \$8,000 to the Ottawa and St. Lawrence Electric Railway Company. There was a majority of 33 against the right of way and 131 against the bonus. A hard fight against both by laws was put up by officials of the Morrisburg and Ottawa Electric Railway Company, which company proposes to ask about the same thing of the same township. Many shareholders of the latter company are residents of the township.

Surveying operations will be commenced in the course of the next two weeks in connection with the proposed new railway into Ottawa, the construction of which is contemplated by the St. Lawrence and Ottawa Electric Belt Line Company.

It is understood the route to be surveyed at the out set is from Ottawa to Almonte and Arnprior, but later on it is proposed to survey the whole of the eastern part of Ontario.

A charter has already been granted to the company and was renewed last session.

The Ottawa and St. Lawrence Electric Railway will be in operation between this city and Morrisburg within a year, according to a statement made by Mr. E. Malone, chief engineer of the company this morning. The engineering staff is engaged on the section between Ottawa and Arnprior. The company has secured street railway franchises in both Winchester and Morrisburg and several municipalities along the route have bonussed the road at the rate of \$1,000 per mile. The fare over the new line will be at the rate of 2 cents a mile, and it is probable that an hourly service will be run. The company is planning to install a seventy foot steel car with a side entrance and very low steps.

Residents along the Britannia line can now have tangible hope of a five cent fare from the city all the way to Britannia.

This is not a tender tug at the heart strings of the O.E.R., but a quick move on the part of the St. Lawrence and Ottawa Electric Railway to have a double track road in operation by the end of next July from the city to the Connaught Rifle Ranges, and the fare, one way, will be five cents.

Where line will be

On enquiry from the Journal, this announcement came straight from Mr. E.E. Malone, chief engineer of the new road.

From Holland Avenue, the route of the new electric line will be roughly speaking, parallel to the O.E.R. routes running between the two.

There will be at least fifteen flag stations along this latest suburban project, at the chief centres of population, and while they will be considerably south of the present O.E.R. route, some of them will correspond very nearly to the present car line stops at Westboro, Woodroffe, Richmond Road and McKellar.

The nearest point at the Britannia end will be a station at Britannia Heights, while the temporary city terminal will not be given out at present, but it is the intention of the company to ultimately have a station in the heart of the city.

Ready in August

Mr. Malone stated that work would be commenced on the first of May and rushed through to completion so as to be in operation for the opening of the new Connaught Ranges on August 15 and very probably before that date.

It will be a double track road as far as the ranges, and from there on around its big loop it will be single track. From the city terminal to Britannia Heights the fare will be five cents and from there on 2 cents per mile.

Book tickets

For the convenience of suburban residents book tickets will be available. This will make the fare three cents one way between the city and the Heights or about six cents for the round trip.

Any further information on the subject Mr. Malone would not vouch safe at present.

The cost of building the new St. Lawrence and Ottawa Electric Railway was announced to be between seven and eight million dollars, and it is understood that the bonds of the company will be placed on sale on the English market before next spring.

It is believed that the company will start construction work on the Britannia line to the South March Rifle Ranges early next summer, and that the new road will be in operation for the 1914 D.R.A. shoot.

Work of building the Ottawa and Morrisburg branch of the road will also be commenced next spring.

The entrance of the new road into the city has not been definitely decided upon, but the Journal was given to understand that a private right-of-way will be purchased to bring the interurban cars to the city terminal.

Three plans

"We have three plans under consideration at present, and have not decided upon which one we shall enter the city by," said Mr. J.A. Morden, financial director of the road, who was in Ottawa today.

Mr. William Grey, of London, another director of the new electric road, was also in Ottawa today.

It has not been decided whether or not power for the new road will be secured from gasoline or gasoline-electric engines, or from a trolley system. Hydro-Electric power may be used, if the company decides upon the trolley system.

It is stated that the Britannia Spur of the St. Lawrence and Ottawa Electric Railway will not be built out to the Nepean rifle range this year unless government assistance is given the road.

"I will say nothing for publication, but, if we do not get assistance this year, we have been told that our request will be among the first to be taken under consideration next year," said one official of the company.

Another official inferred that if the assistance was not forthcoming from the government the spur would not be built until next year.

"Where will your city terminus be situated? Asked the Journal. "We have nothing to say for publication and have not chosen between several sites under consideration, was the reply. The Journal, however, has been informed that the St. Lawrence and Ottawa Electric railway terminus will be somewhere in the vicinity of Holland Avenue and the Britannia car line.

The grading of the St. Lawrence and Ottawa Electric Railway was formally commenced at 11 o'clock yesterday morning at Russell, Ont.

Several hundred persons were present at the opening ceremonies, including the schoolchildren who were given a special holiday to commemorate the occasion. A number of prominent citizens of Russell, Metcalfe, Bowesville, South Gloucester, Embrun and other towns along the line were also present.

The ceremony marked the beginning of construction of the longest electric railway, not only in Ontario but in the whole Dominion. This first section which exceeds 119 miles in length extends from Ottawa via Morrisburg on the north shore of the St. Lawrence River to River Baudette on the Quebec border and a branch line from Metcalfe to Russell.

The line is to be completed in one year. The contract for the first portion has been let to Messrs. W. Eastman, Kenney and Stearns, all of whom are farmers in the vicinity of Russell, Ont., in accordance with the policy of the road to have all the work in the right of way done by local men as far as possible.

A New Railway

A large crowd attended the formal opening of construction work on the first division of the Ottawa and St. Lawrence Electric Railway at Russell Tuesday (29th).

The gathering embraced most of the prominent men of Russell, Kenmore, South Gloucester, Metcalfe, Bowesville and many other towns along the right of way of the railway. The first division of the road is 119 miles long and runs from Ottawa to Morrisburg and then to Baudet, with a branch from Metcalfe to Russell.

The entire system is three hundred miles long and is the largest electric road in the whole Dominion. The contract for the first division has been let to local contractors pursuant to the policy adopted by the company that they would serve local interests. The attendance at the opening of the work ran into the hundreds and almost as many people attended as were at the fair. A holiday was declared in the public schools of Russell.