

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

28/04/1909 *Ottawa Citizen*

*Ottawa and St. Lawrence Electric*

## DIRECTORS MET

Ottawa and St. Lawrence Electric Railway.

A meeting of provisional directors of the Ottawa & St. Lawrence Electric railway was held on Monday afternoon (26/4). President Cossitt of Brockville being unavoidably absent, the chair was taken by Deputy Magistrate J. K. Askwith. Other directors present were Messrs. Daniels, Rook and Purkiss. of Prescott, Ault, of Winchester; Rolston and Iveson, Metcalfe; Armitage, Torbolton; A. E. Kripp, M. L. A., attorney, and A. H. N. Bruce, C. E. Engineer.

It was decided to proceed at once to organize the company and a stock list was opened to receive subscriptions. Reports from all sections of the proposed line were favorable to action being taken to have the line located and right of way secured. An invitation from the Prescott board of trade for a deputation representing the company to attend a meeting of the board on Tuesday, the 4th of May, was accepted. Other towns and municipalities will be visited later. From present appearances sufficient common stock of the company can be sold to cover 35 or 45 per cent of the cost of the road, the balance to be raised through sale of bonds.

20/07/1909 *Ottawa Citizen*

*Ottawa and St. Lawrence Electric*

## WILL RUSH THE NEW BELT LINE

Cars May Be Running By This Fall.

Promise of the District Electric Railway Promoters.

Official Outlines Latest Proposals re Project.

"We hope to have cars running on the new electric belt line before the snow falls this year," said Mr. George W. Hunt, who is prominently connected with the financing of the proposed Ottawa and St. Lawrence electric railway, to the Citizen this morning. It will be remembered that the line, as proposed, will run from Ottawa to Arnprior, Arnprior to Brockville, Brockville to Morrisburg and from Morrisburg back to Ottawa. The idea was launched last year, and many wealthy men along the proposed route are interested in the enterprise.

"We now have men employed on the surveying for the line, and by September 1 we shall be ready to commence work," said Mr. Hunt. "We shall begin operations at Ottawa, whence we will first lay out our lines in two directions to Arnprior and to Morrisburg.

In answer to a query, he stated that the opposition line from Morrisburg to Ottawa on which preliminary operations had been commenced, would make no difference to the belt line running via Morrisburg.

Whether the plan of the line as originally made would be carried out. Mr. Hunt said, was not yet decided. According to the present plans the Morrisburg branch will run through Leitrim, Metcalfe, Kenmore, Vernon, Ormond, Winchester, Cass Bridge and Williamsburg. The Arnprior branch will run through Britannia, Harwood Plains, Dunrbin, Kilmaurs and Fitzroy Harbor.

27/11/1909 *Ottawa Journal*

*Ottawa and St. Lawrence Electric*

## CAPITAL PROVES TO BE PLENTIFUL

Ottawa and St. Lawrence Railway Stock Is Oversubscribed

Ottawans who are interested in the proposed Ottawa and St. Lawrence Electric Railway will be glad to learn that the capital required has been over-subscribed, by English investors and that there seems now to be nothing in the way of this work going ahead. According to the charter, work has to start by May 15th next and the 264 miles of the railway have to be finished within two years. The intention is to start work in the spring both from Ottawa and at the end from that portion along the St. Lawrence River.

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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 for 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 Lake and Waba. The idea of the loop is to open up the valuable mineral section of the Brougham district, which has been long neglected.

22/08/1912 *Merrickville Star-Chronicle* *Ottawa and St. Lawrence Electric*

To Begin Electric Line Soon

Work will commence within 30 days on road to Morrisburg

Ottawa, August 20. "Work will be commenced on the Ottawa & St. Lawrence Electric Railway within thirty days," stated Henry F. Darrell, of Toronto, to-day.

We are going to build the section between here and Morrisburg first".

Mr. Darrell is connected with the firm of L. A. Morden & Company, Toronto, who are financing the road. The company has a capitalisation of four million dollars and an Ontario charter. Of the total capitalisation Mr. Darrell says that a quarter has already been subscribed.

The present plan of the Ottawa & St. Lawrence road embraces a loop line with several extensions. From this city the line runs through Russell and Winchester to Morrisburg. From the latter place a branch runs to Cornwall. Continuing the loop from Morrisburg, the line is planned to Brockville, then to Athens, Oliver's Ferry, Perth, Lanark (with a branch to High Falls), then to Braeside; Arnprior, Fitzroy Harbor; Britannia and Ottawa. - Montreal Gazette.

Gasoline cars to be used on a big loop line.

Work to commence on Ottawa and St Lawrence Railway within 30 days between Morrisburg and Ottawa.

(Tuesday's Ottawa Free Press) "Work will be commenced on the Ottawa and St. Lawrence Electric Railway within 30 days," stated Henry F. Darrell, of Toronto, to a Free Press reporter today. "We are going to build the section between here and Morrisburg first."

\$4,000,000 capitalization.

Mr. Darrell is connected with the firm of J. A. Morden & Co., Toronto, who are financing the road. The company has capitalization of four million dollars, and an Ontario charter. Of the total capitalization Mr. Darrell says that a quarter has already been subscribed.

A big loop line.

The present plan of the Ottawa & Saint Lawrence Road embraces a loop line with several extensions. From this city the line runs through Russell and Winchester to Morrisburg. From the latter place a branch runs to Cornwall. Continuing the loop from Morrisburg, the line is planned to Brockville, then to Athens, Oliver's Ferry, Perth, Lanark (with a branch to High Falls), then to Braeside, Arnprior, Fitzroy Harbour, Britannia and Ottawa.

"In brief," continued Mr. Darrell "the line touches about forty cities, towns and villages. We have a good deal of our right-of-way already secured, and a good many of the places we propose to touch have signified the intention of helping us all they can do with regard to securing entrances."

Only one built.

It was pointed out to Mr. Darrell that's the line from here to Morrisburg would practically parallel to the line of a proposed Ottawa & Morrisburg Railway.

"We offered to amalgamate with that road," he replied. "we know that isn't room for two roads in that particular portion of territory. Two roads will never be built, but ours will. You can draw your own conclusions from that. The shareholders of the Ottawa & Morrisburg line, I understand, meet on August 29, but we are going ahead with our plans irrespective of them.

Gasoline Cars.

The Ottawa & Saint Lawrence road will be run with gasoline cars. These cars will carry freight as well as passengers. The cars cost about \$27,000 each.

"Our bonds are as good as placed in the old country now," concluded Mr. Darrell, "but we are here in Ottawa to see one or two substantial men to act on the board of directors. We expect to see these men this afternoon, and then there isn't much more to say till we commence actual construction operations within 30 days."

TO BEGIN WORK ON NEW ROAD

Contracts Signed For Ottawa and St. Lawrence Ry.

Although not a great many in the ambitious village knew it at the time. but yesterday at noon an august body of men met in the Union bank chambers at Metcalfe and just one hour and a half later it was announced to a few interested persons waiting outside that the contract for the completion of the proposed Ottawa and St. Lawrence railroad which, when finished, will run right through Metcalfe connecting it directly with Ottawa to the north and Morrisburg to the south, had been signed with the Ottawa and St. Lawrence Construction Company Limited, and that within three weeks and probably sooner, the work on the new road would be begun somewhere between Ottawa and Morrisburg.

The meeting took place at noon and the men in session were the directors of the Ottawa and St. Lawrence railway in company with Mr. J. A. Morden. of the J.A Morden company of Toronto, who are financing the railway. The directors present were: J. E. Askwith, Ottawa; G. H. Phillips, Ottawa; J.F. Ault. Winchester; W.J. Purkiss, Prescott, W.G. Armitage, Dunrobin, Duncan McArthur., Ottawa; Frank Iveson, Metcalfe and J. L. Rolson. Metcalfe.

Mr. J. E. Askwith moved to the chair, and the meeting resolved itself into a general discussion of affairs in connection with the methods best to adopt in going ahead with the construction of the railway. The directors for one thing decided that no stock would be sold at all, but that probably later on a few bonds would be offered for sale.. The J. A. Morden company are financing the whole scheme, while the directors are seeing to the surveying of the lands, etc.

"We are all properly organized and all that is left now is the building of the railway, Mr. W.J. Purkiss of Prescott, told the Citizen representative last evening.

The directors all have great faith in the railway, and an encouraging feature is that so far not one dissenting voice has been raised in any of the towns or villages through which the railway will pass. The directors have carefully explained the benefits to be gained! by the construction of the company, and the farmers and residents alike are very anxious for its hurried completion."

It is the intention of the company to equip the road with gasoline engine cars, each of which will carry two 100 horse gasoline engines. The cars will be lighted with electricity and run by electricity but the overhead wires will be done away with, which is something new in this part of the country. The same make of car is giving good satisfaction in parts of the United States.

To Commence Work On New Road

Contracts Signed For Ottawa and St. Lawrence Railway

Account of a meeting - Ottawa Citizen 19 September 1912

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.

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 three car train.)

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.

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.--

13/03/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric*

At a meeting of the Railway Committee of the Provincial Legislature at Totonto on Tuesday last week, permission was granted for the amalgamation of the Ottawa and St. Lawrence Electric Railway and the North Lanark Railway Company under the name of the former company and for an extension of five years for the construction of the road, which aims to link up many towns of the Eastern part of the Province with Ottawa by a railroad 272 miles in length. The capital stock of the new company is also increased to five million dollars, the former capitalization of the two companies aggregating \$1,450,000.

10/04/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric Morrisburg*

Electric Railway Franchise.

At a regular meeting of the village council, held on Monday evening, an interesting feature of the proceedings included the hearing of an influential deputation from the Morrisburg [sic] & St. Lawrence Electric Railway, commonly referred to as the Belt Line. The gentlemen forming the delegation included two of the principal officials, Messrs. J.A Morden and H.A Pearson, Toronto. Messrs C.E. Malone, chief engineer, Ottawa; and J.F. Ault, Winchester. Their mission was to secure from th town fathers permission to use certain streets on which to lay tracks, and after certain explanations had been made, this was granted. We are informed that the route by which the proposed line is to enter the town is by Victoria Street, thence down Main to Isabella to Canal, up Canal to Lock and by the latter to strike the track again on Main. This in reality makes the round of a full block, and will give the company access off Canal Street to the wharves which it is proposed to erect at that point. Work it is said will be commenced in the near future. The visitors left for Ottawa Tuesday morning on the Moccasin.

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.

15/05/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric Morrisburg*

Bylaw No. 360 of the village of Morrisnurg

A Bylaw of the Village of Morrisburg to Aid the Ottawa and St. Lawrence Electric Railway Company by Granting a Right of Way along and upon certain streets in the municipality for the construction and operation of a railway.

Sets out the bylaw fully

Also in the editions of 22 and 29 May, 5 June. 1913

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-Arnrior 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.

19/06/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric Morrisburg*

Ottawa and St. Lawrence Electric Railway Franchise By-Law

Voting on the above by-law took place in Morrisburg, on Monday, 16th inst, and was carried by a majority of 157 voters. The results by polls was as follows:

East Ward -For 61, Against 1.

Center " - For 52, Against 2.

West " - For 51, Against 4.

The total number of votes cast, namely 171, is considered exceptional in view of the fact that it comes well up to the usual number of votes cast at the municipal elections thus showing the keen interest of the citizens of Morrisburg in the proposition.

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

Williamsburg township has negated 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.

10/07/1913 *Kemptville Weekly Advance* *Ottawa and St. Lawrence Electric*

Williamsburg township have negated bylaws for the granting of right of way and a bonus of \$8,000 to the Ottawa & St. Lawrence Electric Railway Company.

There was a majority of 83 against he right of way bylaw and 131 against the bonus. A hard fight against both bylaws was put up by officials of the Morrisburg & 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.

More About the Ottawa and St. Lawrence Railway

(Ottawa valley Journal)

The Ottawa and St. Lawrence Electric Railway will be in operation between Ottawa and Morrisburg within a year, according to a statement made by Mr. E. Malone, chief engineer of the company. 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 a mile. The fare over the new line will be at the rate of two 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.

## Railway Now Assured

The construction of the Ottawa and St Lawrence Electric Railway is now assured. Grading work is to be begun within the next few weeks of the first section of the road from Ottawa to this city, and from here to Baudette on the Quebec border, where connection will be made with the Montreal Street railway lines, thus affording frequent and economical service, both freight and passenger between Morrisburg and the greatest City in the Dominion.

This statement is made on the authority of Mr. C. H. Day of the firm of J. A. Morden and Company fiscal agents of the road, who was in town on Tuesday last. Mr. Day has just returned from an extended business trip to Europe the object of which was to place the bond issue of the Ottawa and St. Lawrence Railway on a satisfactory financial basis. While in London Mr. Day entered into negotiations with a prominent British financial house and made arrangements for the underwriting of a large proportion of his railroad's bond issue on the London this fall.

Mr. Day left Morrisburg Tuesday afternoon for Winchester and Metcalfe in connection with the road's business. Accompanying him is Mr. F. E. Malone, chief engineer of the Ottawa and S. Lawrence Electric Railway.

Commenting on his European trip to *The Leader*, Mr. Day said London financiers regarding the construction of the Ottawa and St. Lawrence Electric Railway as one of the soundest undertakings Canada has put before the London market of recent years. Both financial and engineering experts [sic] in the Old Country express the opinion that the road will prove a highly profitable undertaking, from the point of view of earning power, while, as a factor in the commercial and agricultural expansion in this district of almost unlimited possibilities, its value will be incalculable on account of the chief and easy access it will give both to Ottawa and Montreal.

With reference to the financial conditions prevailing in Europe at the present time, Mr. Day continued: "the feeling of uncertainty and insecurity due to strained political relations on the continent naturally resulted in a certain reluctance on the part of many financial house [sic] to take on any additional obligations until conditions became more settled. Expensive as the present war will undoubtedly prove, London regards it with a feeling almost akin to relief as it promises to be of short duration and will, by removing the Europe menace, clear the whole atmosphere of the world. "The moment peace is declared," concluded Mr Davy [sic] " more British money will be available for investment in Eastern Canada than at any time during the past decade."

Steps are now being taken, Mr. Day added, for the organization of a development company composed of English capitalists to act in cooperation with the Ottawa and St. Lawrence Electric Railway for extensive industrial and commercial development of the territory immediately tributary to the railroad.

28/09/1914 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

## To Turn First Sod on Railway Line.

A demonstration has been arranged to take place at Russell at ten o'clock tomorrow morning on the occasion of the turning of the first sod of the Ottawa and St. Lawrence Railway. The ceremony will be attended by Hon. C. Murphy, Senator Edwards and D. Racine, M.P.P. for Russell county and the reeves from the various townships.

30/09/1914 *Ottawa Citizen**Ottawa and St. Lawrence Electric* *Russell*

## Begin Construction Work

Ottawa and St. Lawrence Electric 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 yesterday. 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 line from Metcalfe to Russell. The entire system is three hundred miles long and is the largest electric railroad 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 at Russell.

30/09/1914 *Ottawa Journal**Ottawa and St. Lawrence Electric* *Russell*

## GRADING BEGUN ON ST. LAWRENCE AND OTTAWA RAILWAY

Several Hundred People Present at Opening Ceremonies - Russell Men Have Contract

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

Several hundred persons were present at the opening ceremonies. Including the school children who were given a special holiday to commemorate the occasion.

A number of prominent citizens of Russell, Kenmore, Metcalfe, Bowesville, South Gloucester, Embrun and other towns along the line were also present

The ceremony marked the beginning of the construction of the longest electric railway, not only in Ontario but in the whole Dominion. This first section which is 111 miles in length extends from Ottawa via Morrisburg on the north shore of the St Lawrence river to River Beaudette 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 of the construction has been let to Messrs, W. Eastman, Kenny 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 on the right of way done by local men as far as possible.

02/10/1914 *Eastern Ontario Review**Ottawa and St. Lawrence Electric* *Russell*

## 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 (29<sup>th</sup>).

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.