

Local Railway Items from Ottawa Papers - 1909

Wednesday 05/01/1909 Ottawa Journal Renfrew Preston street bridge

Work is being rushed on the new Preston street railway bridge and an early completion is being looked for. The new structure which will be of steel, rests on two cement piers and will be of great strength.

As a result of the erection of the bridge Preston street will be widened some twenty feet, and foot traffic will benefit by the change. The completion of the bridge will bring to a close a matter which has been hanging fire for the past two years.

Wednesday 13/01/1909 Ottawa Journal Kingston, Portsmouth and Cataraq

Kingston Street car barns burnt.

A \$10,000 fire broke out early this morning in the street car barns on Ontario street and was fought vigorously by the firemen in the face of the bitterest weather of this year. The alarm was given at about two o'clock, and from that hour until eight o'clock the flames were fought and the fire confined to the building, part of which was also occupied by Crawford's broom factory. The street car men got out much of their equipment, two cars alone being burnt. These were in the pits and were undergoing repairs.

The two upper flats of Crawford's factory, where the workrooms were, were badly gutted.

The fire was of so vigorous a type that it was deemed desirable to secure aid and the men of "A" and "B" Batteries were called out. They did yeoman service.

Police Constable Nallon was injured by falling into a pit in the darkness.

The origin of the fire is so far unknown, but it took in the street car section. The line will be fairly well covered by insurance. The Street Railway Company owns the building.

Thursday 14/01/1909 Ottawa Journal L'Orignal Rockland

All work on the Canadian Northern Ontario railway has ceased and it is understood that most of the employees will leave this week. This will mean a great loss to the activity of Rockland.

Saturday 23/01/1909 Ottawa Journal Arnprior and Pontiac

Application will be made to parliament this session for the incorporation of the Arnprior and Pontiac Railway Company with power to build and operate a line of railway from the Pontiac Pacific Junction line between Quyon and Campbell's Bay southerly across the Ottawa River to Fitzroy Harbour and thence westerly via Arnprior to a point on the Kingston and Pembroke Railway at High Falls, also from Fitzroy Harbour easterly to a point on the Canadian Pacific Railway at or near Britannia, and to a point on the Grand Trunk at or near South March and with power also to construct a railway and passenger bridge across the Ottawa River at Chats Falls.

01/02/1909 Perth Courier Westport

Fought on a Train.

Returning to Westport last Friday night with the Newboro and Athens hockey teams, who had played exhibition games in Brockville and 250 supporters, a special B.W. and N.W. train was the scene of a continuous melee until Athens was reached. Bottles flew, windows were smashed, four passengers are suffering from fractured noses, while a Newboro man is nursing a badly lacerated thumb, bitten by one of the fighters. One member of the party, a resident of Athens, named Cury, was pushed off a car, but the train stopped and he was picked up. Wholesale prosecutions are likely to follow.

Precise date in February 1909 is not known,

Wednesday 03/02/1909 Ottawa Journal Ottawa Electric

Few persons in Ottawa ever stop to think how many street cars pass the corner of Elgin and Sparks streets during the day.

Mr. W.J. Sayer, who attends the switch at the corner, recently counted the number carefully and found that 2,476 cars passed within 24 hours. They begin running at 4 o'clock in the morning on some parts of the system and there are cars in operation as late as midnight. Taking an average for the eighteen hours about 148 cars pass at that corner every hour. During the busier portion of the day there are more than this and the number will probably go near to 200 to the hour.

The cars on the Britannia run, on that from Union station to Ottawa East, and in fact on all parts of the system except the route from the Experimental Farm to a point where the Britannia cars are met, pass the corner of Elgin and Sparks streets. They are constantly whizzing by there and it is a good point to watch them and get an approximate idea of the traffic.

Some cars make ten trips a day and others about twenty, according to the distance they have to cover, and it would be somewhat difficult to estimate the distance they do cover.

A very conservative estimate, however, would be 7,000 miles a day: so that in the aggregate the cars here in a single day cover the distance from Ottawa to London, England and back every day.

Although the traffic is so heavy and the trips are made so frequently, there are few accidents.

Thursday 11/02/1909 Chesterville Record Westport

Returning to Westport on Thursday night with the Newboro and Athens hockey teams, who had played exhibition games at Brockville and 250 supporters, a special B.W.&N.W. train was the scene of a continuous melee until Athens was reached. Bottles flew windows were smashed, four passengers are suffering from broken noses, while a Newboro man is nursing a badly lacerated thumb, bitten by one of the fighters. One member of the party, a resident of Athens named Curry, was pushed off a car, but the train stopped and he was picked up. Wholesale prosecutions are likely to follow.

Friday 12/02/1909 Renfrew Mercury Eganville Dominion Rock Products

The Star-Enterprise says that the Jamieson lime kiln at Eganville is affording a market for a large quantity of wood this winter, and day after day many cords are unloaded there. --

Wednesday 03/03/1909 Ottawa Journal Hammond Rockland

Rockland. A fatal accident occurred here on Saturday evening when Joseph Lalonde of this place, who was employed on the G.T.R. as a section hand, got on the hand car to go a short distance down the line. In some unaccountable way the handle of the hand car struck him on the neck, and it is presumed that the force of the blow broke his neck. He was taken to his home where Dr. Desrosier attended him. In the meantime the G.T.R. engine and crew were making preparations to take him to the hospital in Ottawa, but he succumbed before he could be removed. Mr. Lalonde was an industrious, hard working man, and was much respected in this community. He leaves to mourn his untimely end his wife and two children.

Thursday 06/03/1909 Chesterville Record New York Central Embrun

Joseph Brisson, aged 72, an aged resident of Embrun, a small village on the Ottawa and New York Railway, about thirty miles from Ottawa, was struck and instantly killed by the outgoing train which left Ottawa Saturday morning at 7.30. According to the story of the engineer on the train, the man was walking along beside the track about a quarter of a mile north of Embrun when he first saw him. When the train was quite close the aged man stepped right onto the track in front of the engine and was struck in the head, being instantly killed. The body was not mangled.

Mr. Brisson had been sick for some time and that morning was probably on his way up the track to see his married daughter, Mrs Emily Guerin, who lives a short distance from the village.

Wednesday 24/03/1909 Ottawa Journal Ottawa Electric Experimental Farm branch

A vote of \$10,500, a farther amount required for construction of the Experimental Farm branch of the Ottawa Electric Railway was approved in committee of the Commons last night.

Mr. Fisher said the vote was to cover the cost of the portion of the line, a mile or so in length, within the boundaries of the Farm. The Chief Engineer of the Railway Department had computed the total cost of the work at \$39,882. The arrangement was that the same fares would be charged as on the city lines of the company. The cars would carry mail for the Farm.

Mr. Fisher said his department had sanctioned the project of the Farm line because there had been an insistent public demand for it. The company had agreed to construct the line to the Farm borders only on the condition that the Government would lay the line within the Farm limits. Five hundred dollars of the vote will be spent for fencing.

Tuesday 30/03/1909 Ottawa Journal Hull Electric

The Hull Electric Company are distributing rails for the new belt line.

Monday 12/04/1909 Ottawa Journal Prescott Prescott

Prescott. The new C.P.R. round house took fire at three o'clock this morning. The firemen were promptly on hand but could not save the building. They got one passenger engine out, but two other engines were burned. Loss about \$12,000 partly insured.

Thursday 15/04/1909 The Equity, Shawville Waltham

A wash out on the track near Ralph's crossing about three miles west of Shawville occurred during the night on Wednesday last and resulted in delaying the down train a couple of hours on Thursday morning. On Thursday night the condition of the spot was even worse, with the result that the up train could not proceed to its destination until repairs were made.

Friday 16/04/1909 Renfrew Mercury Locksley Shady Nook crossing

The G.T.R. express train which left Renfrew en route for Pembroke on Tuesday evening, with a larger passenger list than usual, had a narrow escape from being wrecked a few miles from the county town. The evening rain was falling heavily, causing a washout to occur, the discovery of this being made by Nelso Montgomery, a farmer of Shady Nook, who was walking home along the track. By use of a lantern, the train was flagged. As its speed at that point is fast, it must have fared badly had the washout not been noticed by Mr. Montgomery.

Tuesday 27/04/1909 Ottawa Journal L'Orignal Rockland

Rockland. A party of engineers from here went to Janeville on Saturday to survey the road of the C.N.O. Railway into Ottawa.

Thursday 29/04/1909 The Equity, Shawville Arnprior and Pontiac

The railway committee of the commons Tuesday morning passed the bill incorporating the Arnprior and Pontiac Railway compan. The head office of the concern to be in Ottawa and the incorporators are A.H.N. Bruce, Robt. Bruce, and J. G. Gibson of Ottawa, Jas. Bell of Arnprior, and H. Kedy, of Fitzroy Harbor. The company is authorized to build a line from a point on the Pontiac Railway between Quyon and Campbell's Bay, across the Ottawa River to Fitzroy Harbor, thence westerly via Arnprior to a point on the Kingston and Pembroke Railway at or near High Falls, Renfrew county; also from Fitzroy Harbor easterly to Britannia and to a point on the G.T.R. near South March, Carleton county. The company is also empowered to build a bridge across the Ottawa river near Chats Falls and to charge tolls thereon. More.

Friday 07/05/1909 Renfrew Mercury Chalk River Renfrew

Engineers of the C.P.R. and G.T.R. to visit Renfrew to discuss subways and track amalgamation. More.

Friday 07/05/1909 Ottawa Journal Hull Electric

The double tracking of the Hull Electric approach to the Interprovincial Bridge is nearing completion. About 200 men are working steadily at it, and the scene in this part of the city just now is a lively one.

Monday 10/05/1909 Ottawa Journal Alexandria Central Depot

The present stone building which has so long done duty for a central station at Ottawa will be demolished as soon as the baggage annex and power house, which is being erected now beside it, is completed. The new annex will be of concrete and brick with sandstone facings. It will be two stories high, with the upper floor being for offices and the ground floor for baggage rooms. Local labor is being given preference on the work, which is expected to be finished by September. Upon its completion the furniture and fittings of the present stone station will be moved into it and work on the new building will commence.

Tuesday 11/05/1909 Ottawa Journal Ottawa Electric Experimental Farm

The Ottawa Electric Railway Co. has started a fifteen minute street car service to the Experimental farm from the George Street loop by way of Somerset Street. Upon completion of the Elgin Street loop the cars will run by way of Elgin and Albert Streets.

Thursday 13/05/1909 Chesterville Record Ottawa Electric Chesterville

Chesterville. Remember the grand excursion over the CPR to Ottawa via Kemptville Junction on Wednesday June 2nd, under the auspices of the Winchester W.C.T.U. for hotel funds. Fare from Avonmore \$1.15, Finch \$1.10, Chesterville \$1.05. Arrangements have been made with the Ottawa Electric Railway Co. to carry passengers to Britannia-on-the-Bay, where there are splendid facilities for picnicking, boating and other amusements. Come along, bring your lunch baskets and have a day's outing at this famous resort. Train leaves Avonmore 7.25 a.m., Finch 7.35, Chesterville 7.46. Returning leaves Union Depot, Ottawa, 8 p.m. For full particulars see posters.

Thursday 13/05/1909 Chesterville Record Alexandria Ottawa Union

A civic building permit for the erection of an power station and baggage annex has been taken out by the GTR at Ottawa. Work was commenced on the annex some days ago. Of the \$50,000 to be expended as stated in the permit, from \$10,000 to \$12,000 probably will be used for relaying the tracks and work required in the yards.

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 13/05/1909 The Equity, Shawville Waltham Vinton

The mixed train coming east last Thursday was derailed near Vinton, three box cars and the baggage taking the ditch. Very fortunately no injuries were sustained although the train crew had a narrow escape. As a result, traffic was blocked for several hours, both on Thursday evening and Friday morning, the eastbound express being held up for two hours on the latter date. A wrecking train and crew came up on Thursday evening to clear the wreck. The derailed cars were damaged to the extent of several hundred dollars.

Tuesday 18/05/1909 Ottawa Journal Hull Electric

The Hull Electric crossover on Laurier Avenue, near Youville street, is gone and the cars are now using the double tracked approach to the Interprovincial bridge. This was the last link in completing a through double track system from Ottawa to Queens Park.

Tuesday 01/06/1909 Ottawa Journal Alexandria Chateau Laurier

Shows drawing of Chateau Laurier and new passenger station.

Friday 01/06/1909 Ottawa Journal L'Orignal

City council approves C.N.O.R. plans for entering the city.--

Tuesday 08/06/1909 Ottawa Journal Ottawa Electric

Flat wheel on car No. 93.

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 10/06/1909 Chesterville Record New York Central Berwick

The O&NY work train has been working in this section for some time collecting old ties and filling in the holes between the main track and the switch.

Saturday 12/06/1909 Ottawa Journal Renfrew Lumber Piles

Map showing the lumber piles in the Dalhousie and Wellington Wards around Rochester street.

Saturday 12/06/1909 Ottawa Journal New York Central Ramsayville

What might have been a very bad accident occurred at Ramsayville near Mr. R.A. Bickerdon's cheese factory yesterday morning, through a team of spirited horses belonging to a Mr. Courtney Ridgeway taking fright at a passing O. & N.Y. train and bolting. --

Thursday 17/06/1909 Chesterville Record New York Central Berwick

The O&NY railway company spent a few days recently fixing up the track around the local station. This place needed repairs for a long time, as it had been in bad shape.

Thursday 24/06/1909 Ottawa Journal Ottawa Electric

Collision between cars 500 and 230.

Friday 25/06/1909 Renfrew Mercury North Lanark Arnprior

At a meeting of the directors of the North Lanark R'y Co. held in Arnprior Mr. James Bell, of Arnprior, was re-elected president and Mr. John Stewart, of Waba, again chosen for the office of vice-president.

Thursday 01/07/1909 Chesterville Record New York Central Berwick

June 28.

Messrs. George Thomas and Gord Murphy took in the excursion to Tupper Lake on Thursday. Mr. Frank McCadden left last week for Cornwall where he has secured a position in the ONY station. Several from this vicinity went to Cornwall on Saturday last on the ONY excursion.

Saturday 03/07/1909 Ottawa Journal Hull Electric Ottawa

Waiting Room Demolished.

Undoubtedly the worst incident that has yet occurred in connection with the excessive and dangerous dynamiting on the new hotel site on Major's Hill Park happened about 6 o'clock last evening when the north side of the Hull Electric Company's waiting room, below the Dufferin Bridge was partially demolished as a result of a blast. A Hull Electric car, waiting to go out, narrowly missed a wrecking, while the passengers inside, among whom were several ladies, received a bad scare and a severe shaking. Had the car been standing nearer the outer end of the platform it almost certainly would have been smashed with perhaps fatal results to those on board.--

Thursday 08/07/1909 Chesterville Record New York Central Berwick

July 5

About thirty from here took in the picnic to Cornwall. W. Grady and O. Pollock took part in the sports and distinguished themselves in throwing the shot. A number from here took in the O&NY picnic in Cornwall on Saturday missed the train returning and had to stay in town over Sunday,

Tuesday 13/07/1909 Ottawa Journal Kingston (CN) Brockville

GTR freight sheds partially destroyed by fire on Sunday.

13/07/1909 Athens Reporter Westport Athens

Safe crackers blew the safe at the B&W station here (at Athens) and escaped with \$13.

Saturday 17/07/1909 Ottawa Journal L'Orignal

Map showing entrance route of Canadian Northern.

Thursday 29/07/1909 The Equity, Shawville Eganville Eganville

The C.P.R. have a station house in Eganville the dimensions of which are: 12 x 14 feet with an eight foot wall. The Dstar-Enterprise gives a picture of this hut in its last week issue so there can be no mistake about it. And our cotem, very properly, indeed, is roasting the big company for imposing such a monstrous indignity upon a town the size and importance of Eganville. But the trouble is, these big soul-lacking corporations have somehow been provided with rhinoceros hides.

Monday 16/08/1909 Ottawa Journal Brockville Brockville

While nine Holstein cattle were being driven to the C.P.R. freight shed to be shipped to Ottawa one of the animals fell through the decayed dock into the river. Under the wharf it was in great danger until it was lasoed. With assistance the cow was got out into the river where it was made to swim a couple of hundred yards before a suitable landing was reached. The herd was purchased in this vicinity by R.F. Slater of Ottawa.

Thursday 19/08/1909 Ottawa Journal Alexandria Ottawa Union

The work of lowering the level of the site for the new station to the required extent will be completed this week and work on the foundation will be started immediately. A stone crusher has been placed in position which will crush nearly all the stone which has been blasted out. The crushed material will be used in the concrete. From the crusher the crushed stone will be elevated to a scaffold that has recently been erected and thus the securing of the stone for the mixing operation will be made easy. An opening will be made on the bridge railing and thus it will be possible for teams hauling materials to the works to back up to the scaffold that the waggons may be unloaded.

Friday 20/08/1909 Renfrew Mercury Renfrew Carson Lake

There was a wreck on the Grand Trunk Railway on Monday through an unusual cause - a cloudburst. The accompanying torrent of rain rushing down a steep hillside undermined nearly a mile of track near Carson Lake a few miles beyond Barrys Bay and a mixed train was ditched before any damage was known. The fireman being killed. Another train had passed only a short time previously. The fireman was W.J. Thurston of Madawaska whose fatal injuries resulted from him being crushed under a car.

Saturday 21/08/1909 Ottawa Journal L'Orignal Rockland

The C.N.O. are at present surveying for a spur in the A.C. Edwards & Co. yards.

Thursday 26/08/1909 Ottawa Journal L'Orignal Rockland

Rockland. The Canadian Northern station is about completed and trains are now running daily between here and Hawkesbury. It is said that the road will be ready to carry passengers to the Central Canada Exhibition to be held in Ottawa next month.

Thursday 26/08/1909 Chesterville Record Winchester

The first of the CPR harvest excursions from the east has arrived at Winnipeg. taking in four thousand harvest hands. There was an agreeable absence of the disorderly disturbance that marked these excursions through Ontario in recent years. This was owing to a new arrangement, the rear car on the train being occupied by special service officers and was used as a temporary jail. All disturbers of the peace were promptly arrested, handcuffed and placed in the temporary cells. After half a dozen were in the cells is served as a wholesome warning to the others.

Thursday 26/08/1909 Ottawa Journal L'Orignal Cyrville

Great activity exists in the vicinity of Cyrville, where the Canadian Northern Railway line is planned, and the work of laying the roadbed is being pushed with all possible speed.

Mr. Bernard Slattery, who owns a farm in the vicinity, has sold twenty-three acres of gravel land to the company at a fancy figure and the output will be used on the road.

The incoming of the railway has caused quite a property boom in Cyrville, where it is likely a station will be erected, and the farmers are jubilant over the fact that they will have easy access to and from the city.

Thursday 26/08/1909 Chesterville Record Westport

Brockville Aug 15. After a short illness the death occurred yesterday of Samuel Rothwell, master mechanic of the BW&NW railway, aged 52. deceased was a native of St. Catharines, but spent most of his life in Brockville. Prior to going with the BW&NW Railway he received his training on the GTR and CPR being engaged on Rocky Mountain construction of the latter line. A widow and seven children survive.

Wednesday 01/09/1909 Ottawa Journal Alexandria Central depot

The roof of the historic old building that has served as the G.T.R. station for so long is being partially removed today. Though the roof has weathered the storms of over half a century, the workmen find the rafters and sheeting to be perfectly sound.

Thursday 02/09/1909 Ottawa Journal L'Orignal Rockland

The office of the C.N.O. has been removed to Ottawa. Mr. J.L. Mallory, the last of the staff leaves for the capital this week.

Thursday 02/09/1909 Ottawa Journal Carleton Place Ottawa, Broad Street

Sir Thomas Shaughnessy had an unusual experience early this morning while asleep in his private car, "The Killarney", at the Union station a shunting engine collided with the coach. "The Killarney" was standing on a siding at the Union depot yards about four o'clock this morning when smashed into by a C.P.R. shunting engine.

Sir Thomas was asleep in the car at the time. The rear end of "The Killarney" was badly smashed and the engine was somewhat damaged. Though the occupants of the car received a shaking up, no one was injured. The accident will be investigated.

Sir Thomas arrived in the city at seven o'clock yesterday, and after having transacted his business, returned to his car which had been in the meantime shunted into a siding, and retired.

"The Killarney" was turned around on the turntable in the yards. As the couplings on one end of the car were still good, it was put on No. 8 train for Montreal and the car reached its destination without further incident.

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 Morrisburgh 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 o Queen Wharf. The meeting of the directors was held at Moorewood.

Thursday 02/09/1909 Ottawa Journal Alexandria Central Depot

Workmen today began tearing down the old Central depot. The excavation work is being rushed and on the hotel site men are again at work excavating for the foundations. There is great activity in both places.

Several tons of old railroad records are being moved today from the old G.T.R. depot building, which is being torn down. Each page of the old records is very valuable and much care is being taken in the work of transferring them from the dusty files to their new receptacles in the station annex.

Friday 03/09/1909 Ottawa Journal Buckingham

The new automobile recently purchased in Scotland by the Buckingham Rapid Transit Company, arrived here Saturday and is now making regular trips to all trains. Mr. Willie Perason is in charge.

Saturday 11/09/1909 Ottawa Journal Ottawa, Brockville and St. Lawrence

Shows map of proposed line.

Tuesday 14/09/1909 Ottawa Journal L'Orignal Hurdman

The Canadian Northern Railway Company is pushing the work of construction of its entrance to city and work was started today on the bridge which will span the Rideau River about three hundred yards below Hurdman's Bridge. Nine concrete piers will be erected by Angus Sinclair who is building the Hawkesbury - Ottawa section of the line.

The steel superstructure will be constructed as soon as the concrete piers are in shape and it is expected that the line will be running into the Central Depot by the end of November. There are about 150 men now at work in the vicinity of Hurdman's Bridge. There are two construction trains and a steam shovel in operation. The headquarters of the work have been removed from Rockland to Hurdman's Bridge. J.R. MacKenzie is divisional engineer and J.M. Campbell, resident engineer.

The freight sheds and shops will probably be erected on the Stewart property which abuts on the site of the new bridge.

Wednesday 15/09/1909 Ottawa Journal Alexandria Ottawa Union

The first car of steel for the frame of the new G.T.R. station has arrived in the city and is being worked into the foundation of the building. It is just nine weeks ago that the first sod was turned on the site of the new station. Today the foundation walls on the north end and on portions of the east and west sides are completed, workmen were obliged to work down nearly five feet through solid rock to reach the required level.

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 16/09/1909 Renfrew Mercury Chalk River Almonte

Finishing touches have been put on the subway built by the C.P.R. in Almonte. A metal covering placed over the walk will prevent cinders from dropping down on passers-by.

Thursday 16/09/1909 Chesterville Record Prescott Prescott

The most valuable cargo of silk ever transported across the Pacific arrived at Prescott on Wednesday of last week and transferred to Ogdensburg where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000.

Monday 27/09/1909 Ottawa Journal L'Orignal Hurdman

The diamond crossing of the Canadian Northern Railway to cross the Canadian Pacific tracks near Hurdman's was completed Saturday, after several days of delicate operation. The diamond was tested today by the C.P. and found satisfactory. The crossing was procured at Niagara Falls.

The work is rapidly being pushed to completion on the country side of the river and the track is now laid to within two hundred yards of the C.P.R. tracks, the old St. Lawrence and Ottawa road. The grade on this side of the tracks has been reduced and the grade where it crossed the Cyrville road has now been raised to a height of eight feet. This will be further elevated to a height of eleven feet.

On the Ottawa side the engineers have already commenced the building of the cement piers which will carry the steel bridge which will afford ingress to the Canadian Northern to the city. One pier is practically completed at the shore line and two others are in course of construction. To admit of carrying material a temporary wooden bridge has been built as far as the centre of the stream. In all, ten piers will be built, two on the shore to provide for the approaches. It is expected that the laying of steel will be commenced in about three weeks time.

The surveyors stakes show that the railroad tracks will be produced from the bridge to the connection with the C.P.R. right of way about a quarter of a mile south east of the end of Nicholas street. It is understood that the company is to secure running rights from the C.P.R. so that entrance can be made to the Central Depot until such time as the esplanade scheme for all roads is definitely decided upon. There is now an application from the C.N.R. to the Railway Commission to cross Hurdman's road so as to gain access to the C.P.R. tracks.

The C.N.R. is losing no time in an attempt to have the road bed and tracks complete by this fall.

Monday 04/10/1909 Ottawa Journal Smiths Falls

C.N.R. route to Toronto via Smiths Falls is approved.

Indignation when surveyors start to stake a line through the Glebe - -

Thursday 07/10/1909 Ottawa Journal L'Orignal

Council having second thoughts on crossing Hurdman road. Article.

Wednesday 13/10/1909 Ottawa Journal Alexandria Ottawa Union

The stone work on the new station was started yesterday. Several cars of granite have arrived and this quantity will be used up immediately in the first course on the west side of the new building on the portion of the foundation which is now complete. The course of granite will be followed with Indiana limestone.

Thursday 14/10/1909 Chesterville Record Prescott Bedell

The name of Kempton Junction has been disbanded and will in future be known as Kempton.

Tuesday 19/10/1909 Ottawa Journal Hull Electric Deschenes

Fire, the origin of which is unknown, broke out at the Hull Electric Company power buildings at Deschenes at nine o'clock this morning and burned for over an hour and a half during which time all the cars on the line remained stationary.--
Broke out in the tool house --
Car service was resumed shortly before twelve o'clock.

Thursday 11/11/1909 Chesterville Record Prescott Osgoode

The CPR has purchased a farm near Osgoode station for \$10,000. It was secured by the company for its gravel pits which are said to be the best between there and Montreal. The farm was in the possession of the Low family for sixty years and in all that time no gravel was ever taken off it.
Also in the Renfrew Mercury 12 November.

Saturday 12/11/1909 Ottawa Journal Alexandria Ottawa Union

The big derrick used in hoisting the large blocks of stone to walls of the new Central Depot smashed yesterday at about 10:20 while lifting one of the biggest blocks of stone.
The derrick is gauged to lift two tons, and the stone on the cable is said to weigh about that much.

Saturday 13/11/1909 Ottawa Journal L'Orignal Ottawa

City Engineer Kerr made a survey yesterday of the C.N.R. tracks at the corner of Gladstone avenue and Nelson streets near Hurdman's road, and found that the railway was encroaching upon the street property. One rail extended four feet and another fifteen feet out into the roadway, together with several ties.
Mr. Kerr has written to the C.N.R. and notified them to remove their tracks at once off the roadway.

Monday 15/11/1909 Ottawa Journal L'Orignal Hurdman

In view of the fact that the Railway Commission has refused the C.N.R. even a temporary level crossing over Hurdman's Road as a means of entrance to Central Station, it is probable that a temporary station will be erected in the vicinity of the intersection of Gladstone avenue and Nelson street. The railway line is now connected and ready for traffic from Quebec to Ottawa, and stations have been built all along the line even at Cyrville, just outside Ottawa. The C.N.R. officials in Ottawa who engaged upon the work at Hurdman's Bridge express ignorance of any such a move; but others who are known to be well in touch with the work claim that a temporary station near the Hurdman's Road will be erected soon.

Tuesday 16/11/1909 Ottawa Journal L'Orignal Hurdman

That work will be begun in the course of a few days upon the construction of a temporary passenger station near the intersection of Gladstone avenue and Nelson street, was the statement made to the Journal today by the C.N.R. officials engaged upon the work now in progress at Hurdman's Bridge.
"Have any regular trains been run over the line as yet?" was asked.
"Nothing so far except the construction trains," the official replied.
Continuing, he intimated that it would be some time yet before regular trains would be run but the temporary station would be erected immediately.

Wednesday 17/11/1909 Ottawa Journal L'Orignal Hurdman

As announced in the Journal yesterday the Canadian Northern Railway will proceed at once with the erection of a temporary station near Hurdman's road and Gladstone avenue. His morning a permit was applied for and granted at the city hall for the erection of a temporary station, office and freight shed, to cost about \$5,000.
The building to be utilized as an office and station will be 20x40 feet and the freight shed 30x80 feet. Both will be ironclad structures. The work of construction will be begun immediately as regular trains will be run over the line from Quebec to Ottawa in a few days.

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.

Friday 19/11/1909 Renfrew Mercury Ottawa Valley

The Ottawa Valley Railway Company will, at the next session of parliament, apply for the passing of an act to authorize and confirm agreements with other companies, to increase the bonding powers and to acquire, use and dispose of electric and other power.

Monday 22/11/1909 Ottawa Journal L'Orignal

The Canadian Northern Railway has asked the Railway Commission for inspection of its new line from Ottawa to Rockland that it may be opened for traffic. This means that Ottawa will have a new connection with Quebec later this month as the Canadian Northern line is open and running from Rockland to Quebec.

Wednesday 24/11/1909 Ottawa Journal New York Central Crysler

The new station of the Ottawa and New York Railway at Crysler will be opened next week. The building, which replaces the one burned several months ago, is of concrete. It is two storeys high and one of the most attractive station buildings along the line.

Thursday 25/11/1909 Ottawa Journal Alexandria Chateau Laurier

An unusual incident occurred yesterday between the C.P.R. and G.T.R. companies. The Railway Commission recently approved of the Grand Trunk building a siding from their yards to the Chateau Laurier site crossing the C.P.R. property at the Dufferin Bridge. The siding is required to facilitate the moving of building material from the yards to the hotel site and was to be built for the convenience of the Fuller Construction Co.

Work was commenced on the siding and the rails were laid to a point where it was necessary, in order to go further, to cross C.P.R. property. At this point yesterday the men employed on the siding were met by a C.P.R. constable who threatened with arrest any man who would drive a spike on the property. As a result of the stand taken by the C.P.R. it will be difficult for the Fuller Co. to move the several carloads of steel and stone that are now standing on the sidings in the yards.

Papers Not Served.

The Canadian Pacific officials have no reason to give for their actions in the matter. Mr. Spencer, local superintendent, was spoken to this morning and he would give nothing out in regard to the matter. He stated that the constable was on the spot as a result of his orders. Further than this he declined to discuss the matter. Mr. Morley Donaldson, of the G.T.R. could offer no explanation for the actions of the C.P.R. in refusing to acknowledge the Railway Committee decision in the matter.

Work on the Chateau Laurier will doubtless be seriously held back until such time as the C.P.R. may be forced to permit the construction siding to be built across its property.

While it appears that the Railway Commission has approved of the spur line into the Chateau Laurier over the C.P.R. track, official papers have not yet been served. Inquiry at the Railway Commission office this morning elicited the information that the order will be served to-day or tomorrow.

Friday 26/11/1909 Ottawa Journal Alexandria Moose Creek

Work is at once to be started on two new railway stations which the Grand Trunk authorities will erect. One will be at Moose Creek and the other at Heneyburg near Coteau. The foundations will be of concrete and the superstructures of wood.

Friday 26/11/1909 Ottawa Journal L'Orignal Hurdman

Already the roof of the temporary station which the Canadian Northern Railway is erecting near the end of Gladstone avenue is being added and it is expected that by December 5th the station will be in condition for use. A large gang of men is at work on it.

This will complete the new line from Quebec to Ottawa for the present, for the tracks are already laid and with the exception of a little grading, which is being rapidly completed, the tracks are ready for use as far as the station. One of the construction engineers stated yesterday that were the station complete the trains would already be running.

The station, although a temporary one, will be a better class than the majority of citizens believe. It is a wooden structure of fair size and of plain design. Across the track the freight office and shed is being constructed and when the whole is complete it will be very convenient. It is about a hundred feet from Gladstone avenue.

There is quite a large gang of men at work on the completion of the track, but for all practical purposes it is ready for use.

It is expected by men connected with the railway that through trains will be running from Quebec to Ottawa within a week after December 5th.

Friday 26/11/1909 Ottawa Journal Alexandria Chateau Laurier

In regard to the spur line which the G.T.R. wants to build from the Central station to where men are working building the Chateau Laurier, and which would necessitate the passing over C.P.R. property, the formal order of the Board of Railway Commissioners allowing this will probably reach the C.P.R. authorities tomorrow.

The Journal told yesterday of the G.T.R. attempting to build this siding and of the threat that workmen would be arrested if they drove a spike on C.P.R. property. From what can be learned there will be no great delay.

Draft order.

An official at the Railway Commission office this morning explained to the Journal that some weeks ago the Board (composed of Judge Mabee and Messrs. Scott and McLean) issued a draft order which practically allows the G.T.R. to cross the C.P.R. property.

The final official order to the C.P.R. was not issued and has not been yet; and thus the C.P.R. is quite within its legal rights in refusing to allow the G.T.R. workmen on their property until they get it. A copy of the draft order was some time ago sent to the G.T.R. solicitor in Montreal and one to the C.P.R.

Only trifling

It was explained at the Railway Commission office that there was no difference between the Board and either of the railways; if anything it was only a trifling matter between the G.T.R. and the C.P.R. The Board had made an order, and before long those concerned would be notified as to that order.

Mr. Donaldson, superintendent of the G.T.R. division here, and Mr. Spencer, in charge of the Ottawa division of the C.P.R., today, had nothing for publication in addition to what was stated yesterday.

Monday 29/11/1909 Ottawa Journal L'Orignal

--A temporary terminus in Ottawa near the Ottawa and New York station will be utilized until the decision of the Railway Commission is given in regard to the use of the Central station, although the road thereto has been practically completed.--

Monday 29/11/1909 Ottawa Journal Alexandria Chateau Laurier

Railway Clash Delaying Work

The clash between the Grand Trunk and the C.P.R. over the former's proposed spur line from the yards to the site of the Chateau Laurier over the latter's property has not yet been definitely settled and consequently the contractors at the new hotel are experiencing much inconvenience in waiting until a settlement can be reached. They are unable to begin the steel construction work until such time as the rails have been laid into the property over which the many carloads of building materials may be hauled.

--matter now rests with the solicitors--

Thursday 02/12/1909 Chesterville Record New York Central Chrysler

The new station of the Ottawa and New York Railway at Chrysler will be opened next week. The building, which replaces the one burned several months ago is of concrete. It is two storeys high and one of the most attractive station buildings along the line.

Thursday 02/12/1909 The Equity, Shawville Waltham

A gravel train, with its complement of Italians, was at work last week removing gravel from Wallace's Cut, to some point east of Shawville.

Friday 03/12/1909 Renfrew Mercury Eganville Eganville

C.P.R. officials had conference last week with the municipal authorities of Eganville regarding the station difficulty there. The railway men said that they were prepared to spend \$3,000 in building a station on part of their property west of the municipality, but that they were not prepared to expend \$10,000 in buying land and building new station and freight sheds down in the heart of the village where the people most desire it. At the village is considering presenting the company with a site or getting them to build at the point of their property nearest to the village.

Monday 06/12/1909 Ottawa Journal Renfrew Silicate Brick

Silicate brick appeals taxation assessment on the machinery on their plant in Ottawa East.

Monday 06/12/1909 Ottawa Journal L'Original Hurdman

The first train direct from Quebec City to Ottawa reached the Capital yesterday morning at about 11:30 o'clock and marked the entrance of the Canadian Northern Railway into this city.

The initial trip was successful in every way. Upwards of 400 passengers from Quebec, St. Jerome, Joliette, Lachute, Montreal and Rockland reached the new railway station at the corner of Hurdman's road and Gladstone avenue. They found there between 300 and 500 people to meet them.

The train consisted of six coaches drawn by engine no. 180. And of the coaches one was the convertible buffet sleeper "Balmoral" and another the convertible parlor car "Medley". As the train approached the bend in the track near the station it was assisted by a second engine; but with the exception of this the entire trip was made with the one engine drawing the six coaches, which were all crowded.

Second occasion.

Among the passengers was Mr. S.J. Rolland, ex-mayor of St. Jerome. It is interesting to recall that he was on the train that made the first trip from St. Jerome to St. Sophie, twenty-one years ago, and which line has since become part of the Canadian Northern system.

The train crew consisted of: conductor, Mr. G.B. Hibbard, Montreal; brakeman Mr. Lawrence McAllister, Montreal; baggageman, W. Lewis; engineer, Mr. James Later, Joliette; fireman, Mr. Joseph Roy, Montreal.

The train left Quebec at 11:15 o'clock Saturday night. Under the new timetable, which goes into effect at once, the train will leave there at 11 o'clock each night. The officials claim this route from Quebec to Ottawa is shorter than any other and that as a result the travelling public can now go from the Capital to Quebec quicker than ever before.

Ottawans who are now going to Europe will now be able to leave here by the C.N.R. at night and reach Quebec in time to go on the ocean liner the next morning. Officials Abroad (sic)

Many officials were on the train -- full details--

The station quarters now used are only temporary. It is intended as soon as the necessary permission of the Railway Commission is forthcoming, to make arrangements so that the C.N.R. trains can come into the Union station. Until then an arrangement has been made for taking passengers to and from the temporary station. Motor buses will leave No. 30 Sparks street, the city office of the C.N.R. half an hour before all trains leave, and will also meet the trains. Were entertained.

There were several Quebec newspapermen on the train and with others were entertained in the parlour car of the train by the C.N.R. officials.

On the arrival here the officials had luncheon at the Russell House. They were welcomed by Mr. Guy Tombs, general passenger agent, Montreal and Mr. S.J. Montgomery, general freight and passenger agent, Ottawa, and by Mr. F. Williams on behalf of local newspaper men. After that they had an automobile ride and visited many of the points of interest in the city.

In charge here.

Mr. Montgomery is in charge here, while Mr. John Leyden will attend to business at the Gladstone avenue station.

A "Y" has been built on the Cyrville road near the station, which will enable the engine to be turned around so as to allow of making the return trip. Freight sheds are well under way and will soon be completed.

The intention is to have a train leave Ottawa every day, including Sunday, at 8.30 o'clock and one will arrive each morning at 9.15.

Besides this there will be a daily service (Sundays excepted) from here to Joliette. This train will leave each morning at 8 o'clock and get back to the Capital at 6.10 p.m.

The cars supplied are most comfortable, are well heated, and there is every accommodation for the travelling public.

Advantage to Rockland

The present service does not connect directly with Montreal, and any Montrealers who were on the train reaching here yesterday connected by way of the Joliette branch out of Montreal. The C.N.R., however, intends later on to have a Montreal branch and a direct service from here to there. Work on this line is to be started in the spring.

The new line will be a decided advantage to residents of Rockland and other places quite near to the city. Heretofore, they have been able to come to the city on week days but not on Sundays. By catching the Quebec-Ottawa train each morning they can now spend the Sunday in the Capital, returning the same night.

Wednesday 08/12/1909 Ottawa Journal Eganville Eganville

The Railway Commission dealt with an application from the town of Eganville for a better station accommodation yesterday afternoon and ordered the C.P.R. to build a new depot. The company promised to erect a building similar to the one at Stittsville. The company also agreed to put planks between the tracks when necessary.

Friday 10/12/1909 Renfrew Mercury Eganville Eganville

The Board of Railway Commissioners has ordered the C.P.R. to build a news station at Eganville and put planks between the tracks through part of the village. The laurel wreath should rest on editor Dan A. Jone's brow. He forced the fighting.

Monday 13/12/1909 Ottawa Journal Alexandria Chateau Laurier

The Grand Trunk has removed the switch and rails connecting the C.P.R. with the Chateau Laurier on the complaint of the C.P.R. This is the spur line which caused considerable difficulty between the two companies recently.

The arrangement as it was, was considered as interfering with the work of the C.P.R. main line.

The G.T.R. will make a change which will give access to the Chateau Laurier and at the same time not interfere with the C.P.R. main line.

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.

Wednesday 22/12/1909 Ottawa Journal Prescott Wellington Street viaduct

The Wellington Street Viaduct will be formally thrown open to public traffic tomorrow afternoon. More. Picture.

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.