

Local Railway Items from Area Papers - 1910

10/01/1910 Ottawa Journal Alexandria Chateau Laurier

Work on the construction of the Chateau Laurier will be shut down at the end of the week or thereabouts and will not be resumed until April. This was the information given out today at the office of the Geo. Fuller Company, the contractors in charge of the building. This is the result of the Dominion Bridge Company being unable to supply steel.

11/01/1910 Ottawa Journal Alexandria Union Station

The new power and heating plant at the Grand Trunk station, which has been in the course of construction for several months, is nearly completed. Fifty men have been employed on the building which is 100 by 65 feet square. Machinery of the latest pattern will be installed in the building.

13/01/1910 Chesterville Record Winchester

The CPR double track between Smiths Falls and Montreal is now in general use. Parts of the system were used by freight trains during the summer but commencing on Wednesday last the passengers began using the double line, and now the whole system of double tracking between Smiths Falls and Montreal is in operation.

04/02/1910 Eastern Ontario Review Renfrew Renfrew

Renfrew Jan 30. - While he stood on the railway track to watch a hockey game in progress on the river below, Martin Deitz, aged 6 years, son of Mr. M.A. Deitz of this town, was struck by the morning westbound local on the C.P.R. Saturday morning and sustained injuries from which he died in the evening. The little boy had been sent on an errand by his mother and on his return from the store walked along the track towards his home. He was thrown down the embankment by the train his head being badly cut, besides which he received internal injuries. Death took place shortly after seven o'clock Saturday evening. A jury was empaneled by Coroner Dr. Connolly, which after viewing the body adjourned until Monday night,

04/02/1910 Eastern Ontario Review Winchester

The C.P.R. double track between Smith's Falls and Montreal is now in general use. Parts of the system are (sic) used by freight trains during the summer but commencing on Wednesday the passengers began using the double tracking between Smith's Falls and Montreal and it is now in operation.

04/02/1910 Eastern Ontario Review L'Orignal Rockland

Railway Board

"I should say that probably this work was located there out of pure cussedness" remarked Judge Mabee in railway commission Tuesday on an application of the Canadian Northern railway to divert the Montreal road where the railway crosses it on the outskirts of Rockland, in the township of Clarence. The road has been diverted already and the line is in operation but authority for the work is now sought.

"There was no justification for it" added the chairman.

G.F. McDonnell for the Canadian Northern pleaded that the work had been approved by the board's engineer on the plan and inspection at the opening of the line. It was pointed out that this had been the practice.

Reeve Guibord suggested another plan altogether.

"Under the circumstances I do not see that anything can be done except to sympathize with you" observed the chairman and the deviation as now arranged stands.

04/02/1910 Ottawa Journal L'Orignal

Night train is cancelled.

Mr. Wm. MacKenzie of the Canadian Northern arrived in the city yesterday with Mr. D.D. Mann. Discussing the C.N.R. entrance to the Capital, he stated that something must be done at once. The present terminus at this end of the line was merely a make-shift, he stated, and owing to its out of the way situation is a great drawback to traffic. Mr. MacKenzie declared that the Railway Commission, in refusing the road admission to the city beyond Hurdman's Bridge had placed the Canadian Northern in a most embarrassing position.

"Something must be done very soon," declared Mr. MacKenzie, "for the present Ottawa terminal is of little value. It was, of course, an experiment and we have found that a change must be made."

Asked regarding a report that the Canadian Northern had given up the night service between Ottawa and Quebec because of the location of the Ottawa and Montreal depots, Mr. MacKenzie stated that this was quite true. The new extensions of the line enabled a night passenger service to be arranged to the convenience of the travelling public generally and especially the citizens of Quebec and Ottawa. From the first the trains had been run under a disadvantage. As in Ottawa, the Montreal depot is in an isolated locality.

The handicaps were too great and the experiment thus proved a failure.

"With a new road," stated Mr. MacKenzie this morning, "these obstacles are hard to get over; it would not be so difficult with an old established corporation in more affluent circumstances." Then he smiled.

04/02/1910 Ottawa Journal L'Orignal

May not use new station.

That the Canadian Northern Railway does not contemplate bringing their trains into the Central station until the latter is completed and perhaps not then, was the intimation given by Mr. D.D. Mann when in the city yesterday. Just at present and until the C.N.R. transcontinental line is completed it is not considered the C.N.R. would be warranted in paying the heavy charges demanded by the other railways to enter the Central Depot. The present traffic is slight and not much is expected of the line to Ottawa until connection is made with the West.

In fact it was vaguely intimated that the C.N.R. might not attempt at any time to enter Central depot, but may likely build a suitable depot of their own.

Mr. Mann stated that it was not proposed to use the high plateau of land south of Gladstone avenue for railway purposes. It will be kept for residential purposes.

Mr. Mann left for Toronto in his special car last night travelling over the C.P.R. line.

09/02/1910 Ottawa Journal Alexandria Union station

The new Grand Trunk station is rapidly nearing completion and the conglomeration of steel and stone and timber that occupied the site a few months ago is slowly but surely being worked into a graceful building which, when completed, promises to be one of the most attractive railway stations in Canada. The contractors will begin the work of plastering in the building in a few days. Other interior work has been going on for some time.

09/02/1910 *Ottawa Journal* *Alexandria* *Chateau Laurier*

It was thought some time ago that the Geo. A. Fuller Company, the contractors in charge of the Chateau Laurier would be forced to discontinue the steel construction work because of the belief that a steady supply of steel was not to be obtained from the Dominion Bridge Co. at Montreal. The difficulty has been averted and it is probable that the steel work will be finished by spring. Fifty men are now employed and the contractors have on hand 200 tons or more of the material and there are prospects for a steady supply.

12/02/1910 *Ottawa Journal* *L'Original* *Hurdman*

Mr. D.D. Mannis not worrying a great deal over the obstacle that has been placed in the way of the C.N.R. through the refusal of the Railway Commission to allow the road to come any further into the city than Hurdman's Bridge. There are other cities in the Dominion that are occupying the attention of himself and his partner, Mr. Mackenzie, and he declares that it has always been his policy when a snag is struck in place to concentrate forces in the other channels where there is easy sailing. More.

24/02/1910 *Chesterville Record* *Prescott* *Prescott*

The cars of oriental raw silk worth a million and a half dollars were ferried across the St. Lawrence from Prescott to Ogdensburg yesterday. A force of customs inspectors were in waiting and as soon as the cars passed an engine coupled on and pulled out for New York.

04/03/1910 *Renfrew Mercury* *Renfrew* *Admaston*

The G.T.R. station is a busy place these days: lumber, ties, telephone poles and pulp wood are being hauled to the station daily, by several men from the Shamrock side of the township.

09/03/1910 *Ottawa Journal* *Winchester* *Smiths Falls*

Smiths Falls. It has been rumored for some time that the C.P.R. train despatchers were to be removed from Smiths Falls and sent to either Ottawa or Montreal, but it is now definitely settled that they are to remain here. The line between Smiths Falls and Chalk River and the line from Ottawa to Brockville has been added to their territory which hitherto had only been the line between Smiths Falls and Montreal. The new order will go into effect on March 14th.

14/03/1910 *Ottawa Journal* *L'Original* *Hurdman*

The Evening Journal was informed this morning by an official of the C.N.R. that within two weeks, undoubtedly, the difficulties encountered by the road in securing an entrance to the city beyond Hurdman's Bridge would be adjusted. He declares that the C.N.R. has agreed to build an overhead bridge over the C.P.R. and Grand Trunk tracks to Ottawa East in order that the course of Hurdman's Road may be diverted. Thus the new road will have an open path to the Central Station without encountering any level crossings.

18/03/1910 *Renfrew Mercury* *Chalk River* *Smiths Falls*

It has been rumored for some time that the C.P.R. despatchers were to be removed from Smiths Falls and sent to either Ottawa or Montreal, but it is now definitely settled that they are to remain in Smiths Falls. The line between Smiths Falls and Chalk River and the line from Ottawa to Brockville has been added to their territory, which hitherto has only been the line between Smiths Falls and Montr. The new order will go into effect on Monday. The change will add to the importance of Smiths Falls as a divisional point and finally settles the question of keeping it a despatching point. Since the Carleton Place men were moved over to Smiths Falls the division from Chalk River was extended to this point but the despatching has been done at Ottawa. Now it will be done here and the line from Ottawa to Brockville will also be handled here. Rideau Record.

18/03/1910 *Eastern Ontario Review* *Lachute* *Papineauville*

Work was begun on Wednesday (9/3) of last week on the construction of a Railway from Papineauville to Nominque. It will cross the Canadian Northern at Arundel. Ottawa men are behind the scheme.

18/03/1910 *Eastern Ontario Review* *Vankleek*

The shareholders of the Central Counties Railway Co. met at the Russell House, Ottawa, on Monday (14/3) to authorize the directors to issue in sterling or currency the first mortgage bonds of to the extent of \$475,000 and to amend the draft deeds of the mortgage,

28/03/1910 *Ottawa Journal* *Alexandria* *Union station*

The Grand Trunk Company is making rapid progress in the construction of the concrete wall on the left bank of the Rideau Canal. There are now over eighty men employed in the work and it is stated that more will be engaged if available. When complete the wall will be twelve hundred feet long being the entire distance between the bridges. Though the work was begun only on the 12th of February, already three hundred feet are finished; and if the weather continued favorable and sufficient labor can be engaged, Mr. Robinson hopes to complete the work before the first of May when the canal, it is expected, will be opened for navigation.

29/03/1910 *Ottawa Journal* *Winchester* *Smiths Falls*

FREIGHT CAR DELAYS TRAFFIC

Slight Derailment In Smith's Falls Yards Yesterday.

A slight accident occurred at Smith's Falls C.P.R. yards yesterday holding up traffic for several hours. A freight car on the C.P.R. was derailed by a broken flange. The ties were badly shattered for a distance of some two hundred feet and much grain was strewn along the scene of the accident.

The Toronto express which left the Union Depot at 11 o'clock last night was held up several hours until the tracks were cleared. Nobody was injured.

29/03/1910 *Ottawa Journal* *L'Original*

The Canadian Northern Railway suburban service will likely go into operation or before the first of May. A daily train will run between the city and Hawkesbury, taking in Bessers's Grove and other stations on the route. Arrangements are being made today in Montreal for the service and a schedule is soon to be drawn up.

01/04/1910 *Eastern Ontario Review* *Alexandria* *Ottawa*

The stonework on the new G.T.R. station at Ottawa was finished this week.

04/04/1910 *Ottawa Journal* *Montreal and Ottawa* *Nepean Point*

Report of the hearing on the complaint that the Maniwaki line commuters wanted trains to be run into Central Station over the Interprovincial Bridge. Suggested that C.P.R. could use the Hull Electric station.

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"I agree with Mr. Murphy" stated Judge Mabey, who presided, "One day a car of passengers will be dumped off the bridge."

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It was suggested by city solicitor McVeity that the C.P.R. be compelled to build a small station near Nepean Point --

12/04/1910 *Ottawa Journal* *Prescott* *Ottawa West roundhouse*

In one of the most spectacular fires seen in the vicinity of Ottawa for some time, a section of the C.P.R. roundhouse was destroyed at about half past three o'clock this morning and four big mogul engines were damaged beyond repair.

The first alarm was sounded from box 141 at the end of Wellington street at 3:40 and when deputy chief Stanford arrived he immediately sent in a second alarm on account of the great headway that the flames had made which made it appear as if the destruction of a nearby row of wooden houses was inevitable.

Much difficulty

The firemen had great difficulty in getting their apparatus near the burning building on account of the fact that since the completion of the new viaduct there has been no provision whatever made for the entrance of a waggon of any description into the immediate vicinity of the shops.

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On account of the strong wind that was blowing, and the tangle of scrap iron etc. which the roundhouse contained, the firemen experienced great difficulty in combatting the flames at first, but when the engine "Canada" was coupled to two lines of the hose the blaze was brought under control inside of thirty-five minutes.

Many spectators

The incessant whistling around emitted from the engines which were in the burning portion and the lurid flames, attracted many spectators to the spot, in spite of the early hour, and as the usual custom in such cases, a squad of policemen were sent up from the station.

Engines Nos. 42, 206, 274 and 1297 were completely wrecked and their loss will inconvenience the railroad as they were all in active service.

More.

15/04/1910 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. contemplates the renaming of the station here and calling it "Vankleek" instead of "Vankleek Hill". The shorter name will be far more convenient and is used by very many persons already.

21/04/1910 *Ottawa Journal* *Montreal and Ottawa*

The Board of Railway Commissioners this afternoon passed an order that all Gatineau passenger trains shall arrive and depart from Sappers Bridge during the months of May to October. The order goes into effect on the first of next month.

21/04/1910 *Ottawa Journal* *Hull Electric* *Aylmer, Queens Park*

Hull Electric Railway Advertisement. Commencing Saturday April 23rd and until further notice cars will run regularly to Queen's Park.

21/04/1910 *Chesterville Record* *Prescott* *Ottawa West*

The CPR roundhouse and three or four engines at Ottawa were damaged by fire.

22/04/1910 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

Hawkesbury April 15. The Grand Trunk station here was partially destroyed by fire last night about eleven o'clock. The fire originated in the freight shed adjoining the station. The books and records of the office saved being slightly damaged by the water. The promptness of the fire brigade in responding to the alarm saved the building from total destruction

22/04/1910 *Eastern Ontario Review* *Alexandria* *Glen Robertson*

Spill Near Glen Robertson

A rear-end collision, happily unattended with loss of life, took place on the Grand Trunk about a mile east of Glen Robertson. Freight train No. 99 westbound, had halted, owing to a broken drawbar, and while engaged in effecting repairs a light engine from Coteau, in charge of Engineer Whitmore, Hawkesbury, speeding along at the rate of forty miles an hour collided with and demolished the van and damaged the engine. The engineer jumped from the engine landing in a pool of water and sustained injuries to his arm. He was conveyed to his home in Hawkesbury on the light engine. A wrecking train from Coteau got the track clear and traffic was resumed after a 9 hour interruption.

25/04/1910 *Ottawa Journal* *L'Orignal*

Canadian Northern is after varsity oval.

Railway is anxious to secure it for station site.

Present site is unsuitable and the C.N.R. desires to be independent of other lines in this respect. More.

29/04/1910 *Renfrew Mercury* *Eganville* *Eganville*

The C.P.R. has complied with one of the orders of the Railway Commissioners in respect to the demands made by the municipality of Eganville, namely the planking of its track along John street as far as the trestle, and persons driving can now cross the track easily at any point on that street. As yet work has not been started on the erection of the new station which must be completed next month. Eganville Star-Enterprise.

06/05/1910 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

There were no less than fifty-seven horses shipped to the West from Vankleek Hill C.P.R station on Tuesday morning. Messrs. E. Mooney, Dr. B.Labrosse, R. Campbell, O.J. Wood, were among the senders

06/05/1910 *Ottawa Journal* *Ottawa Terminal*

C.P.R.'s big under Ottawa plans.

Want to build a tunnel under Wellington street. Close Rideau Canal from Deep Cut to locks. Includes map. More.

12/05/1910 *The Equity, Shawville* *Waltham* *Shawville*

The C.P.R. are contemplating several important changes in the plan of the railway yard in this village, with a view to facilitate the handling of traffic. The chief changes will consist of the construction of another siding on the south side of the main line, which will extend some distance west of the crossing at Centre street; also the removal or rebuilding of the station on a site about 40 yards east of the present location. The station will be on the main line which will do away with the platform between the tracks at present. The big Crawford storehouse is to be removed to the north side of the yard. A plan of the proposed changes was laid before the members of Council for approval on Thursday last by an official of the company. --

18/05/1910 *Ottawa Journal* *Hull Electric*

City Engineer Farley of Hull has received a communication from the Hull Electric Railway Company stating that they will commence operations on the construction of the electric railway extension out the Chelsea road immediately.

The new track will run about a mile through Wrightville and will be much appreciated by those residents of that vicinity.

20/05/1910 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

One of the big concrete piers on the C.N.R. bridge over the Ottawa river at Hawkesbury has been discovered in a dangerous condition. The concrete is broken entirely through all the way around the pier and in its present condition the pier is useless. It is at present supported by heavy timbers but will soon be rebuilt. It is one of the piers on the shore and will be more easily repaired in consequence.

Wm. McGregor meets Death. Well Known O&NY Conductor.

William McGregor, 406 Nelson street, conductor on the O.N.Y. Railway was killed suddenly in Cornwall at 12:30 o'clock yesterday, while switching cars. The exact cause of the accident is unknown. He was seen going between two cars to couple them. When the cars moved off he was seen lying a short distance from the track, dead.

More - inquest, death instantaneous, cause unknown, internal injuries. Picture.

Mr. C.M. Hays, president of the Grand Trunk, today gave emphatic denial to the report that the company would double track the road between Montreal and Ottawa. He said that this move had not been discussed and furthermore that traffic did not warrant it.

William McGregor of Ottawa, a conductor on the Ontario (sic) and New York Railway, was killed instantly at Cornwall on Friday. He was uncoupling a car when he lost his footing and fell between the axle boxes and the ties. His leg was broken and thigh crushed, and his head and arms lacerated. Death was instantaneous. Dr. Hamilton the local coroner, decided that an inquest was unnecessary. McGregor was a native of Vermont but had resided in Ottawa for several years. He was about 48 years old and leaves a wife and four children in Ottawa.

Peat At Alfred

The only plant of its kind in Canada which is designed to manufacture and does successfully manufacture peat into fuel is now in operation at Alfred, Ont., a little french village about 45 miles from Ottawa that nestles between the parallel lines of the C.P.R and C.N.R and is touched by both. The property of the Dominion government, it has been established by the mines branch of the department of mines as a demonstration of the possibilities of the peat bogs, with which Canada, but more especially, Ontario, abounds. It first started operations on May 16 and is now in full swing. A reporter who paid the plant a visit was courteously received and was shown about by Mr. A. Anrep, who is in charge. Mr. Anrep is a son of Mr. A. Anrep, Sr., of Sweden, the inventor of the Anrep plant one of which is in operation at the Alfred bog. He has had experience in England, Scotland and Ireland and under direction of the mines branch, has prepared several valuable reports.

There are 300 acres of peat available at Alfred, the peat going to an average depth of 10 feet under which is clay. The quality of the peat improves the depth. The Dominion government Peat Plant, as it is called is situated on a section of bog two miles west of Alfred Station on the C.P.R. A passerby sees a broad expanse of boggy field on which are sitting one long peat shed for storage purposes; two small frame houses one Mr. Anrep's office, and the other a blacksmith's shop, and on the opposite side of the field, a large engine, very much like an ordinary steam shovel.

This engine constitutes the main feature of the plant which was imported from Sweden, where there are about 500 in operation. It is known as a great peat machine or pulper and its method of operation is as follows. A long trench, 19 feet wide is cut, 8 feet down on the peat and the pulper is placed in this. A carrier conveys the peat as it is dug from the trench to a hopper. A 600 foot circular track in the middle of the bog furnishes a right of way for 8 peat carriers, each of which holds 7 tons of peat. As each car passes by the pulper, the ground peat is dropped from the hopper of the latter into it. A 34 horse power engine which itself burns about 4 tons of peat fuel per day and thus costs practically nothing to operate, furnishes motive power for both hopper and cable cars.

The next process is to convey the peat in the carriers to what is known as a field press. This spreads it up on the ground in long parallel rows and it is then shaped into bricks by means of a three knived instrument turned over by boys and left to dry in the sun and air for three or four weeks, when it is stored in the peat shed ready for transportation.

The peat pulper is moved along every 3 or 4 hours; the press three times a day and the tracks along which the cable pulls the peat carriers are moved about twice a month when the exhaustion of one part of the bog renders it necessary. The average capacity of the plant is 25 tons per day although it can run up to 30 tons. Altogether 14 men and two boys are employed. The men are given \$1.75 per day and dinner while the boys are paid 8c for every 1,000 bricks they tuen over. A peat worker's job judged by the standard that obtained elsewhere in government service is so (sic) sinecure for he works from 7 a.m til, 6 p.m. and gets few holidays.

"We can produce peat here for from \$1.75 to \$1.80 per ton," said Mr. Anrep to the reporter. "One and four fifths tons of peat equals 1 ton of anthracite. It costs us 80c per 1,000 peat bricks (about 1 ton) to manufacture and spread them; 8c. per 1,000 turn and dry; 25c for stocking and moving; 20c to transport to Alfred station which, allowing 35 per cent for per capita expenditure and 30c for extra labor, means that the peat delivered to Alfred station costs from \$1.80 to \$2 per ton. The cost of transportation to the city, is unfortunately somewhat high at present, about the same as grain.

"The peat can be used in any stove except that for houses a special stove is necessary on account of thinness of the ash. I use it on my own stove and light it with paper. Peat takes about twice as much room for its weight as coal. It is a splendid fuel to use in connection with producer gas."

The Alfred Peat bog, it must be remembered, is practically useless for agricultural purposes so that its employment as a source of fuel means the reclamation of land otherwise waste. The importance of the peat deposits of Ontario in connection with the future of the coal-lacking province has long been recognized by the mines branch under Dr. Eugene Haanel, its able director. As is generally known, a peat using plant for the production of producer gas has been established in Ottawa and receives its fuel supplies from the peat manufacturing plant at Alfred.

The American peat Society which meets in Ottawa on July 25, 26 and 27, will visit the Alfred plant.

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

Description of a visit to the Alfred Peat plant.--

A carrier conveys the peat as it is dug from a trench to a hopper. A 600 foot circular track in the middle of the bog furnishes a right of way for 8 peat carriers, each of which holds 7 tons of peat. As each car passes by the pulper, the ground peat is dropped from the hopper of the latter into it. A 34 horse power engine, which burns about 4 tons of peat fuel per day, and thus costs practically nothing to operate, furnished motive power for both hopper and cable cars. The next process is to convey the peat in the carriers to what is known as a field press. This spreads it along the ground in long parallel rows and it is then shaped into bricks by means of a three-knived instrument turned over by boys and left to dry in the sun and air for three or four weeks when it is stored in the peat shed ready for transportation.

The peat pulper is moved along every three or four hours. The press three times a day and the tracks along which the cable pulls the peat carriers are moved about twice a month when the exhaustion of one part of the bog renders it necessary.--

Mr. McNicoll explains tunnel scheme. CPR - article.

A Central Station Wanted

While Messrs. Reinke and Boland have begun their preliminary work on their contract to build the new C.P.R. station here, the Council is making a final effort to have the site changed to a more central location. There is no denying the fact that the citizens as a whole are not enamored of the idea of the new station being erected on a bush lot to the west of the village, and, with the removal of the humble ticket office to the new building, the last condition of the community, for travelling convenience, will be worse than the first. Reeve Lawson left for Montreal on Saturday for the purpose of consulting the C.P.R. officials and to propose to them the building of the new train station on a site near their trestle on John Street.

10/06/1910 *Renfrew Mercury**Chalk River**Snake River*

The Canadian Pacific Railway, in pursuance of their policy of improving the main line, are preparing to replace the bridge over the Snake River this summer. The raising of the road bed has left the existing bridge below the level and it has been decided to put in a new steel structure. During the past week carpenters have been at work building supports to carry a temporary bridge while the new one is being built. A spur will be put down by the river at once and a pile driver put to work to make a foundation for the concrete abutments for the bridge. There is an all summer piece of work at this one point and when the Snake river has been rebridged the old structure over the Muskrat river at Graham's station will also be replaced by a new steel bridge. Cobden Sun.

10/06/1910 *Ottawa Journal**Maniwaki**Central Depot*

Union Depot likely to be used.

It is extremely unlikely that any Gatineau trains will run into the Central depot this summer. The appeal of the C.P.R. from the order of the Railway Board has yet to be heard by the Supreme Court, and no decision has yet been reached by the Privy Council on the appeal referred to it. The Supreme Court hearing will probably be heard next week, but if it is against the C.P.R. there is some talk that it may be taken before the Privy Council.

This will disappoint many Ottawans who had figured on going up the Gatineau this year. The fact that the Central Depot is not to be used is likely to result in a number of people summering elsewhere on account of the inconvenience of the present depot.

16/06/1910 *Ottawa Journal**Ottawa Terminal*

Mr. McNicoll explains the CPR plan to use the Rideau Canal. Article.

17/06/1910 *Renfrew Mercury**Eganville**Eganville*

Eganville's station troubles.

The C.P.R. has awarded to Reinke & Boland the contract for the erection of a new station at Eganville, to be completed by August 1st. The station is to be some distance out of the village: and according to the Star-Enterprise Reeve Lawson has visited Superintendent Murphy to urge that it be built in a central position: as the council would rather help pay for such a site rather than expend money in building out to where the new station will be. Mr. Murphy's argument that the line is not a paying one was met by Mr. Lawson with the reply that the service given is not such a one as to make it so, the line being in poor condition and the schedule one which offers little or no competition with the G.T.R. so far at least as passenger traffic is concerned. While Mr. Murphy seemed desirous to do the right thing by the town, he expressed a fear that the cost of the filling which would be required for the site mentioned, would be too great and held out little encouragement for any change in the plans adopted. However, an engineer is to visit Eganville again today (Thursday) and everything will probably depend upon his report.

22/06/1910 *Ottawa Journal**Maniwaki**Central Depot*

Union Depot this summer.

The Gatineau trains will continue to run into Union station this summer, at any rate pending the hearing of the C.P.R. appeal case before the Supreme Court. This is the net result of the answer given by Judge Mabee of the Board of Railway Commissioners to Mr. Taylor McVeity, City Solicitor, who asked if the order of the Board could be stayed on an appeal case. Judge Mabee said it did not, but in this case the Supreme Court had made no decision. An early hearing will be given regarding the question of the statement of the case to be laid before the Supreme Court.

24/06/1910 *Renfrew Mercury**Ottawa, Rideau Valley and Brockvil Ottawa*

At a meeting of the directors held here today, it was decided to go ahead at once with the construction of the Ottawa, Rideau Valley and Brockville Railway. The line will run from Brockville to Ottawa by way of Algonquin, North Augusta, Merrickville, Burrits Rapids and Manotick. The line will probably be controlled by the Grand Trunk or some other of the big lines. The survey work will start at once, and it is the intention to make a beginning on the construction of the line this fall. It is hoped to have trains running next summer. The company also has the right to operate boats on the St. Lawrence, and an effort will probably be made to divert much tourist traffic to Ottawa.

25/06/1910 *Ottawa Journal**Alexandria**Union Station*

At the present rate of progress the concrete work on Chateau Laurier will be completed about the third week in August, thus closing in the building. The rough work on the flooring is done and the finishing touches, the tessellated paving etc. will be begun as soon as the walls are completed. Similar progress is being made on the new station. The finishing work on the walls and ceilings will be begun presently and will be rushed through very rapidly. Very satisfactory work is being done on the lower tunnel, which will be 7 x 8 feet and 238 feet long. The lower tunnel will be used for the transmission of electric and steam power to the Chateau from the power house at the south of the station. This tunnel will be 28 feet below the surface of Rideau street. At present there are 30 men working in the tunnel, drilling and blasting in the bedrock. The management hope to finish the rough work on both the power tunnel and the passenger tunnel before October. The finishing work will be carried on and probably completed before Christmas. The passenger tunnel will be the other tunnel. It will be about the same length and will be 8 x 11. It will be ornately finished.

28/06/1910 *Ottawa Journal**Maniwaki**Union Station*

Judge Cassels of the Exchequer Court today dismissed the application for an order to compel the C.P.R. to obey the order of the Board of Railway Commissioners to run the Gatineau trains into the Central instead of the Union stations.

Judge Cassels said he could not interfere in a case which was pending before the Supreme Court. If a certificate was produced showing that the Supreme Court had dismissed the case, he would be in a position to deal with it.

28/06/1910 *Rideau Record**Westport*

page 5 - Bought the B. & W.R.R.

The Canadian Northern now owns the Brockville and Westport

It is announced from Brockville that the Canadian Northern Railway Company has secured possession of the Brockville and Westport the little forty-mile road that connects these two towns. The proposed route of the Mackenzie & Mann system between Toronto and Ottawa, according to the survey will tap the B.W.&N.W. Railway at Newboro five miles this side of Westport. and by securing control of the piece of railway property the C. N. R. will have access to Brockville and the St. Lawrence.

05/07/1910 *Ottawa Journal**Ottawa Terminal*

Plan to divert canal practicable. Article.

05/07/1910 Ottawa Journal Chalk River Braeside

Million dollar fire in Gillies Lumber Yard. Sparks from shunting engine started fire. More.
Five miles of private railway through the yard. C.P.R. engine was in the yard.

06/07/1910 Ottawa Journal Maniwaki Central Depot

The Railway Commission is now in a position to decide whether the C.P.R. has the right to appeal to the Supreme Court on the decision of the Board that the C.P.R. run their trains from the Gatineau Valley into Central station.
The argument of Mr. Chrysler for the C.P.R. was followed by City Solicitor McVeity, who argued that there was no ground for appeal; that it was a question of facts and not jurisdiction.
It had been proved, he held, that the C.P.R. were not affording the necessary facilities at the Union station and that it was an unsuitable place for the Gatineau trains to enter.
Mr. O'Meara, for the Gatineau Railway, pointed out that only a question of jurisdiction could be taken to the Supreme Court, not facts, and if this question were taken to the courts it would be thrown out because the matter had been settled in a previous case. The hearing is proceeding.

07/07/1910 The Equity, Shawville Waltham Shawville

Evidences up at the railway yard show that the company now propose to move the station and freight shed to a site within a few yards of the crossing at Centre street, which is not according to the plan of the proposed changes submitted to the council when the privilege was sought to construct another siding across the said street. With station so close to roadway it seems probable that the public will suffer inconvenience from a frequent blockade of cars, and the 5 minute limit may be repeated more frequently during the day than most people who have much driving to do will care to see.

07/07/1910 Ottawa Journal Ottawa Terminal

CPR proposal would be better if city owned the tracks - Mayor. Article.

07/07/1910 Chesterville Record Chalk River Arnprior

\$1,000,000 fire at Arnprior.
Arnprior July 4. Fire broke out at 7 o'clock tonight in the yards of the Gillies Lumber Co. destroying 60,000,000 feet of lumber valued at \$1,000,000. Help was summoned from Ottawa, Renfrew, Almonte and Carleton Place, the brigade of the latter town being the first to arrive doing yeoman work with the local fire fighters in quenching the flames. The lumber yards are three miles from the town close to the CPR. Nothing is known as to the origin of the outbreak. Mr. Durenlye, a book-keeper, was badly burned.

09/07/1910 Ottawa Journal Ottawa Terminal

Independent proposal to build a station in the bay of the Ottawa river at the foot of Bank street. Access fro C.P.R. would be easy, but a Y bridge would be needed to connect to the Central Depot and Interprovincial bridge. Article.

12/07/1910 Ottawa Journal Ottawa Terminal

Discussion on Union station issue. Article.

12/07/1910 Ottawa Journal New York Central

About 4 p.m. yesterday, a freight on the O. and N.Y. jumped the track, about 11 miles south of Cornwall, tearing up rails and ties for 500 or 600 feet and blocking traffic.

The engine and tender along with seven cars, loaded with wood and coal were derailed. The crew jumped and escaped with a shaking up. Gangs of men were rushed to the spot and built a siding round the wreck, having the line ready for business this morning.

12/07/1910 Ottawa Journal Prescott Wellington St. Viaduct

C.P.R. puts on its plate.
Advertising pays, at least the C.P.R. is clearly of this opinion.
On the Wellington Street viaduct, the recent overhead bridge constructed across Wellington street car tracks there is a plate which bears the following inscription:
BUILT
BY
C.P.R.
1909

That plate, made of polished brass, is firmly implanted in the masonry at both ends of the approaches. It would seem as if the C.P.R. had overstepped itself in claiming the credit for erecting this bridge.

To make a long story short, the viaduct, after considerable negotiations, was erected at the joint expense of the Corporation of Ottawa, C.P.R., G.T.R., and the County of Carleton.

City Engineer Kerr was surprised when he heard that the C.P.R. had placed the plates in position, and stated that they had no right to put the brass inscriptions in place.

"It certainly did not come within their rights to do so," he stated to the Journal, "but as the plates are upon the concrete work which was erected by the C.P.R. it is doubtful if we have any say in the matter.

Mayor Hopewell also though the brass plates a peculiar piece of business, but could not say what steps the city would take.

According to the interview which Mr. H.B. Spencer, local superintendent granted to the Journal, the plates, presumably, were put in place by the Engineer's Department of Montreal, the construction of the bridge coming under that department of the road.

"I don't know who really put the plates in position," stated Mr. Spencer, "but I didn't give any instructions as to the inscriptions."

14/07/1910 Athens Reporter Westport

The B&W Rwy was purchased by Canadian Northern Rwy.

15/07/1910 Brockville Recorder Westport

An Important Railway Meeting Was Held Here Directors of the Brockville, Westport and Northwestern resigned - Canadian Northern Railway Representatives Take Their Place

At the meeting held yesterday of the directors of the Brockville, Westport and Northwestern Railway at the office of Bueli and Botsford, Messrs. E. R. Thomas, J. T. Lewis A. P. Van Tuyl, all of New York, resigned from the board, and in their place were elected: D. B. Hanna, third Vice President and General Manager of the C.N.R.; F. H. Phippen, K.C. Ruel, J.D. Martin and R. C. Vaughan.

These gentlemen together with Messrs. W.H. Comstock, Jas Cumming, R. Bowie, W.C. Fredenburg and W.S. Buell now constitute the directorate.

Among the other business transacted was the passing of a resolution expressing the regret of the Canadian members of the directorate at the severance of the association with the New York gentlemen now retiring. The resolution said, "We have always found them not only men of integrity, but genial companions, and has always been a source of pleasure."

Several of the New York gentlemen expressed their intention of continuing their visits to Brockville despite the fact that they have disposed of their interests in the railway.

16/07/1910 *Ottawa Journal* *Ottawa Terminal*

Proposed diversion of the canal by way of Dows Lake and the Chaudiere - scheme of N. Cauchon. Includes map which is printed upside down. Article.

19/07/1910 *Ottawa Journal* *Sussex Street*

C.P.R. buys land to extend freight yards. Sussex Dalhousie area - article.

19/07/1910 *Ottawa Journal* *Hammond* *Rockland*

Rockland. An attempt to wreck the G.T.R. pay car, due here last night, was made between 6 and 7 o'clock last night. It happened about three miles from the village. At a concession crossing some miscreant tore up the crossing in broad daylight and laid planks across the rails. When about 3 miles out as stated, the engineer of the pay car engine noticed an obstruction on the track and rapidly threw on the brakes. The pay car was going slow at the time and nothing serious happened. The engineer noticed the obstruction in time to prevent the car leaving the wheels. Strange to say the pulling up of the crossing and the laying of the planks across the rails occurred immediately after the passenger train for Ottawa arrived at 6 o'clock. The pay car arrived an hour later. The people here feel that it is unfortunate that this attempt at wrecking should occur on the eve of the strike. Citizens generally indignantly repudiate the thought that railway employees had anything to do with it, but they think that some miscreant took advantage of the occasion to do his work and throw suspicion on the railway men.

20/07/1910 *Brockville Recorder* *Kingston (CN)*

GTR Men On Strike At 9.30 on Monday night all the conductors, trainmen and baggage men on the GTR, went on strike for higher wages. Trains were all delivered at the terminals, and then the men departed.

21/07/1910 *The Equity, Shawville* *Pontiac and Renfrew* *Bristol*

The Bristol iron mines, which were abandoned about 20 years ago, because they could not be made a paying proposition by reason of the methods that were employed in mining the ore, and the long haul from the mine to Pennsylvania, may once more, in the not very distant future, become a hive of industry, and a boon to the lower end of the county. It has been established pretty fully on expert investigation made recently that a very large body of ore exists there. The erection of an electric smelter to be operated by power generated at the Chats falls, as is contemplated, will, it is said, furnish the new life which is needed to develop and place the industry on a successful basis.

21/07/1910 *Chesterville Record* *New York Central* *Crysler*

Mr. Sandy McMillan, an operator at the depot of the O&NY at Chrysler was drowned on Saturday evening last. It seems that he ran down from the station to the river and immediately went into the water and must have taken cramps. Sandy was 18 years of age and made his home with Alex Hector McLean. Last year he attended school at Morewood where he is well known.

21/07/1910 *Chesterville Record* *Hammond*

An attempt was made to wreck the pay car of the Grand Trunk Railway yesterday afternoon near mileage 13 on the Rockland Branch of the road. While proceeding along at a slow rate of speed the engine ran into a plank placed across the road. The engineer quickly reversed his engine, his alertness avoiding a serious accident. A little further on the trainmen sent out to look for further obstructions came across two other planks, also placed where the train, if going at any speed would have been ditched had it struck them...

22/07/1910 *Eastern Ontario Review* *Montreal and Ottawa* *St. Eugene*

St. Eugene. Great improvements were made at the C.P.R. station here such as a cement foundation and cellar, the lowering and lengthening of the platform, all of which was first class work, with the exception of something to sit on outside, such as we have at Vankleek Hill and elsewhere to accommodate people who are waiting for the train.

23/07/1910 *Brockville Recorder* *Kingston (CN)*

GTR Men On Strike Brockville had a sensational evening on Friday, the first of its kind in that peaceful town. Since the strike of the GTR it has been the practice of about thirty or more persons to visit the station and watch the trains come in. No one really noticed Friday night that the crowd was larger than usual. The Moccasin, from Montreal came in, and there was no trouble, then the Toronto local arrived, and the non-union men in charge were in Yardmaster Hatton's office, when suddenly a stone crashed through the window. Then all fury broke loose. There was yelling, and cursing, and fighting, a truck was shoved against all the windows breaking them, then a hose was directed inside on the occupants, soaking them. The men were finally forced to come out of the building, as they were told if they didn't come out they would be burned out. As soon as they appeared they were set upon by the crowd. Engineer Szammer was hit in the head, and the blood began to run down his face. Constable Hourigan was beaten and Constable Dyer tripped and kicked. Everyone was fighting everyone else, friend and foe alike. The fire department was called and they added to the confusion. Word was sent to Prescott and Kingston to hold all trains, and about 2:30 am someone thought to call out the militia. They were on duty by 4:30 and in short time had the station building in their possession, and had cleared the yards. Mr. Wilcox, Mr. Manseau and Mr. Course were so badly beaten up they had to be taken to hospital. Three men were arrested for causing a riot.

An Insane Man Tries to Wreck C.P.R. Train

Passengers from Maniwaki had a very narrow escape.

The passengers on the 7 o'clock train from Maniwaki to Ottawa yesterday morning had a narrow escape from death, and only the chance passing of John Barker, a sectionman on the C.P.R. saved the train from being hurled with its passengers into a treacherous ravine.

In Hull Court this morning before Recorder Desjardins, Louis Richard, a man without a home, said to be out of his mind, was charged with maliciously placing obstructions on the C.P.R. Gatineau line. The obstructions included two large planks, stakes, spikes and a ladder, making a most dangerous barricade.

James Barker was the principal witness against the accused. He swore that he saw Richard tampering with the switch about two and a half miles on this side of Burbidge station. At this point there is a big rock and a very sharp curve.

Barker was proceeding down the line on a hand car, and found the switch open, planks on the line and a log 12 feet long and six inches thick. There was also a 20 foot ladder which had been used by sectionmen for railway purposes.

Spikes had been placed in between the rails on end, in such a way as to wreck any train that passed over them. Nearby Barker says he met Richard whom he knew was not in the employ of the company. He asked him why he had placed obstructions on the line, to which he replied, "I don't want the ballast train to go up there, it has no business there. I want it to run along that way," meaning along the direction to which he had turned the switch.

Barker, as soon as he could, got the spikes out, and moved the ladder and planks, as the train for Ottawa was then due to arrive at that point. After seeing that everything was right, he took the man on his hand car up to Burbidge station, and telegraphed Superintendent Spencer of the C.P.R. asking what he should do with him. He was ordered to take him to Maniwaki and hand him over to Bailiff Nault.

Detective Lowe of the C.P.R. was sent up from Ottawa and accompanied the prisoner down to Hull where he arrived this morning.

Bailiff Nault told the Journal that he remembered meeting the accused in the beginning of June sitting on the side of the road eating a piece of bread. He spoke to him and his replies convinced him that Richard was insane. Richard told him that he belonged to St. Thomas and that he broke the record on the I.C.R. when he was an engineer on that road. He informed the bailiff that he had a brother in St. Raphael, Que., whose name was George Richard.

Richard has been employed in the lumber camps in the district all winter. Richard appeared in court in his shirt sleeves and did not seem to realize the seriousness of his crime. After he had listened to the evidence he was asked if he had anything to say, and he replied in French that he had nothing, and plead guilty.

He was committed to the assizes. He will be examined for insanity.

28/07/1910 *Chesterville Record**Carleton Place**Carleton Place*

Was locked in a car.

Ovid Joinette of Ottawa has issued a writ of damages against the CPR and Stephen J. McGonigle, a conductor on the road, for damages through the loss of plaintiff's foot under peculiar circumstances. Last 24th of May Joinette claims while on his way from Ottawa to Carleton Place he was assaulted by the conductor and locked in a car. When he neared Carleton Place he was so afraid that he was to be assaulted again that he jumped off the train and had his foot so injured that it had to be amputated. The conductor claims that the plaintiff refused to pay his fare and was therefore placed in custody.

29/07/1910 *Eastern Ontario Review**Brockville*

It is the intention of the C.P.R. to construct waiting rooms at all crossings along the Ottawa-Brockville line providing a petition of the farmers is sent in asking for the same.

29/07/1910 *Eastern Ontario Review**Vankleek*

Freight trains began running on the Hawkesbury branch of the Grand Trunk on Tuesday last. Regular trains are now being operated both on the branch and main lines.

Note:- after a strike.

29/07/1910 *Renfrew Mercury**Eganville**Eganville*

The efforts of the village council to have the C.P.R. Co. to build its new station on a more central site have evidently failed, for Messrs. Reinke & Boland, local contractors, have commenced the erection of the new building near the site of the old freight station. Two propositions were before the Company and the Council for a central site. One was to procure land from Mrs. Bonfield on the north side of the trestle on John street. Surveyors examined this site and their report to their superiors was that the cost of grading and preparing the ground would be \$22,500. The Company had no thoughts of expending this sum. Another site was available on the south side of John street; the grading at this was estimated at \$3,100, but this proposed expenditure did not meet with the approval of the governing heads. On Tuesday evening two employees of the Company visited Eganville to consult with Messrs. Reinke & Boland and arrange for the immediate construction of the new station. Eganville Leader.

29/07/1910 *Renfrew Mercury**Brockville*

It is the intention of the C.P.R. to construct waiting rooms at all crossings along the Brockville-Ottawa line providing a petition of the farmers is sent in asking for the same.

04/08/1910 *Ottawa Citizen**Ottawa Terminal*

Local officials not yet notified that strike is at an end. Men have reported for duty but are told they will be called when wanted. Employees held meeting but declined to give out statement.

The Grand Trunk trains arriving and leaving Ottawa are still being managed by strike breakers and officials of the company, despite the fact that a settlement of the strike was announced Tuesday evening. (2 August)

No information has yet been received at the local superintendent's office regarding the settlement of the strike, or of the manner in which men are to be taken back to work. Not a man has been taken back on the Ottawa division, although all have reported that they are ready for work. At the trainmaster's office, the men have left their names being told they would be called when wanted.

Supt. Donaldson is in Toronto attending a conference of the superintendents and officials of the road, and will return to the city tomorrow, when some announcement is expected.

It was reported at the Grand Trunk office that no freight was being moved on the Ottawa division, and one of the officials stated that matters seemed to be worse than when the strike was on. An air of uncertainty prevails and the staff are hourly expecting orders. The passenger service is being operated as usual, the crews being those who have been in charge since the strike was declared.---

05/08/1910 *Eastern Ontario Review**Brockville**Fairfield*

Brockville, Ont., July 29 - The C.P.R. Ottawa express, after leaving here this morning, narrowly escaped being derailed north of Fairfield by an axle of the engine breaking. The engineer detected the trouble in time and shut off steam and prevented a derailment. The train and passengers were delayed until an engine was brought from Smith's Falls.

05/08/1910 *Eastern Ontario Review**Morrisburg and Ottawa Electric*

The first sod of the new Morrisburg and Ottawa electric line was turned Tuesday at Morrisburg by Sir James Whitney, Premier of Ontario. The ceremony was well attended, about one hundred attending from Ottawa. From outside points, however, there was a large crowd, over two thousand, attending the ceremony.

05/08/1910 *Ottawa Citizen*

Ottawa Terminal

Local strikers back on G.T.R to first open branch lines

Instructions received by local authorities for engagement of as many men as are needed. No Ottawa men used violence and all eligible for positions again.

Mpntreal men will start on suburban service today. Vice-president Murdock says all will go back.

Acting on instructions from General Superintendent of Transportation Brownlee, of Toronto, the local officials of the Grand Trunk, last night placed twenty of the local strikers back at work, sending them out to open up th branch lines on the Ottawa divison. Instructions are to take on others as soon as places are found for them.

This was the first official word received by the local officials that the strike was officially off, and that the men were to be taken back. Mr. brownlee's communication only ordered that the men resume work as soon as possible, and that as many men be taken back as were needed.

As Supt. Donaldson was absent from the city last night, none of the old conductors or trainmen were sent out on the run to Montreal, but it is expected that during the course of today or tomorrow a rearrangement of the runs will be completed, and that the majority will be taken on then.

It was learned that there are no complaints against any of the men on the Ottawa division as regards the use of violence, so that all who went on strike will be eligible for positions again. No instructions have been received locally as to the disposition made of the pension question.

All the late strikers have reported they are ready for work, and there was a large number of them at the Central depot last night to see those of their members who were taken on to man the trains again. All expressed pleasure that there was at last "something doing" in the way of resuming work, after a wait of two days after the strike was first officially declared off.

06/08/1910 *Ottawa Citizen*

Beachburg

Norway Bay

Norway Bay Advance

Line of Boats and Railway now Talked Of

Mckenzie and Mann are contemplating the construction of a railroad west of Ottawa which will touch on Norway Bay. The company also propose to put on a line of boats between Sand Point, Arnprior and Norway Bay. ---

08/08/1910 *Ottawa Journal*

New York Central

Russell Shale Brick

With head office and principal plant in Ottawa, a number of people of this city have been incorporated into a company to be known as the "Russell Shale Brick, Limited," to manufacture natural and pressed brick, tiles, terra cotta, cement and a general line of builder's supplies.

The capital stock is \$300,000 divided into \$100 shares. The directors are Angus Wm. Fraser and James Goodwin, barristers; John G. Turriff, Percy D. Wilson, student-at-law and Miss Catherine Matthews, a stenographer.

11/08/1910 *Chesterville Record*

Prescott

Manotick

The local train in the CPR due at Prescott at 4.50 pm arrived tonight minus almost every pane of glass and showing other evidences of having been in a fray.

About 3 p.m. when pulling out of Manotick the train ran into a cloudburst accompanied by a terrific wind. The train could be felt to rock heavily after a heavy hailstorm. The hail was so heavy that every window was broken instantly. One lady who had her watch on her wrist reported the hail having come through the window with sufficient force to break the crystal on her watch.

12/08/1910 *Eastern Ontario Review*

Tramway

Arnprior

Arnprior Aug. 8. Fred Yahuke, a brakeman was instantly killed in the Mclachlan lumber yard, yesterday by being buried beneath a pile of lumber which fell from a lorry as he was passing. His home is in mansfield where he was married a short time ago,

12/08/1910 *Renfrew Mercury*

Renfrew

Mr. J. R. Booth did the unusual thing by his men who were thrown out of work by the GTR strike. He gave them full pay, just as if they had been working for him, at a cost to himself of \$12,000. The men gathered and gave him a mighty shout of thanks. He told them that he thought he could afford the loss better than they could. 'J. R.' as he is familiarly called, was always noted for giving worthwhile men a helping hand. This time he has widened the bounds of his practical sympathy.

13/08/1910 *Ottawa Journal*

Other

Quebec and Blanche River

A general meeting of the shareholders of the Quebec and Blanche River Railway will be held at 150 Middle Street Ottawa on September 7th to elect directors and consider reports. Mr. Levi Crannell is secretary treasurer.

18/08/1910 *Chesterville Record*

Kingston (CN)

Brockville

Today two heavily loaded coal cars broke away from a string of cars being pushed into the GTR coal chutes. They crashed through the east end of the building and fell to the ground below, a distance of sixty feet. Several piles were torn away, besides a large portion of the structure entailing a loss of upwards of \$2,000. The main line was blocked with coal and debris. A yard man standing on one of the cars, giving signals to the engineer narrowly escaped being caught in the wreck, He saved his life by jumping.

19/08/1910 *Ottawa Journal*

Alexandria

Vars

Dr. W.A. Empey of Vars Shot by Laborer Yesterday

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For two hours after the accident Dr. Empey was without medical aid. Dr. Chevrier of Embrum and Dr. Woods arrived about 2.30 in the afternoon. Arrangements were also made for a special train from Ottawa. On this travelled Dr. Webster and Dr. Graham of the Protestant General Hospital. The trip was made in seventeen minutes. On the arrival of the physicians it was arranged to bring the woulded man back to Ottawa. He showed some anxiety on this point, for just before dying he asked about the departure of the train.

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17/09/1910 *Ottawa Journal*

Hull Electric

Car No. 48 derailed near Eddy's warehouse on the Aylmer line.

23/09/1910 *Eastern Ontario Review*

Renfrew

Whitney

Eganville, Sept. 21 - Falling off a wagon beneath the wheels of a moving train at Whitney, Martin Shields of Hastings County, had both legs taken off. He was rushed to the hospital at Parry Sound where he died.

27/09/1910 *Ottawa Citizen*

Kingston (CP)

Glenvale

Work has been commenced on the erection of a new freight station at Glenvale, Ont., on the Kingston and Pembroke Railway. As soon as this work is completed a start will be made on the new passenger station to be erected at barryvale. There also is talk of new steel being laid on the railway.

29/09/1910 *Chesterville Record*

Prescott

Prescott

A consignment of thirteen cars of raw silk and silk goods from the Orient were ferried across to Ogdensburg from Prescott Monday morning. The value was \$100,000 per car. The valuable consignment, which is going to New York left Vancouver last Sunday at 8.20 a.m. over the CPR and the trip across the continent was made in exceptionally fast time.

04/10/1910 Ottawa Journal Chaudiere Chaudiere

The Railway Commission this morning granted the application of the Grand Trunk Railway for authority to construct a siding from a point on the Chaudiere branch east of Lloyd street thence westerly upon and across Lloyd street to the premises of Continental Bag and Paper Company, west of Lloyd street. The order is subject to approval of plans by the commission's engineer.

Tunnel scheme up in the air.--

Application by the city for an order directing the Grand Trunk Railway to remove its tracks at the east end of the viaduct on the Richmond road was laid over -- The question of the C.P.R. branch line connecting the St. Lawrence and Ottawa Railway with the Montreal and Ottawa Railway in Lot 11 Carleton twp., Carleton County, was stood over indefinitely.

05/10/1910 Ottawa Journal Ottawa, Rideau Valley and Brockvil

Grand Trunk will operate O.,R.V. & B. Meeting of shareholders held yesterday. Work is expected to begin in the next 18 months. More.

07/10/1910 Renfrew Mercury Chalk River Arnprior water

The C.P.R. has offered the town of Arnprior \$500 for a water service for their engines. If an arrangement can be made the tanks at Pakenham and Sand Point will be abolished.

14/10/1910 Eastern Ontario Review Carleton Place Stittsville

Pendleton Boy Injured

Leonard Priestley, a young man residing in Pendleton, Ont., was taken to Ottawa Monday and brought to St.Luke's hospital suffering from injuries received in an accident at Stittsville. He was working on the Brockville branch of the railway from Carleton Place. The crew slept and boarded in box cars on the siding at Stittsville and about 6.30 when the men were preparing for supper, Priestley stepped down from one of the cars to go to another one ahead. As he stepped down the engine of the 7.15 express flew past. Leonard became confused and in his excitement attempted to cross in front of the engine. He was struck by the train and thrown 30 feet landing under one of the boarding cars. He was taken to St. Luke's hospital in a badly bruised condition and it is feared that his skull has been fractured. Leonard is 22 years of age.

21/10/1910 Renfrew Mercury Eganville Dominion Rock Products

Front page article about Jamieson Lime operations in Renfrew. --

But the Jamieson Co. manufactures another grade of lime. This is at Eganville where Mr. Geo. Barnes is in command and where about a dozen men are employed. --

21/10/1910 Eastern Ontario Review Lanark County Electric

Brockville, Oct. 17 - The proposed electric line from Ottawa to Lanark will run through the villages of City View, Merivale, Manotick, Wellington, Kars, North Rideau, Burritt's Rapids, Andrews ville, Merrickville and the towns of Smith's Falls and Perth.

03/11/1910 Ottawa Journal Chaudiere

The Grand Trunk Railway will remove their tracks at the east end of the viaduct on Richmond road next week and place them under the viaduct.

The promise was made to the Railway Commission today by W.H. Biggar Q.C. representing the Grand Trunk.

The application of the city of Ottawa to compel the G.T.R. to place the tracks under the viaduct stands over until the next sitting. In the meanwhile the work will be rushed by the company.

03/11/1910 Ottawa Journal L'Orignal

The Commission was informed by Mr. F.H. Phippen Q.C. on behalf of the Canadian Northern Railroad that their application to connect its lines with the New York and Ottawa Railroad was not so much for power to cross Hurdman's road as it was to allow connection with the New York and Ottawa Railway to be brought about so that the two companies could effect an interchange of traffic.

--Temporary measure, shunting track to be used for freight only. More.

23/11/1910 Ottawa Journal Ottawa Terminal

Board of Control recommends engaging engineer Mr. W.F. Tye to investigate question of railway terminals.

25/11/1910 Ottawa Journal Kingston (CN) Gananoque

A fire started here at one o'clock this morning in the Thousand Islands Railway shed causing upwards of \$2,000 damages. It is not know how the fire started. The flame was discovered in the wooden partitions. In a short time the roof was on fire. The volunteer brigade was soon on the scene and within half an hour the fire was under control. Fortunately the walls of the building are of concrete otherwise the whole building would have been destroyed. The loss is covered by insurance.

08/12/1910 Ottawa Journal Ottawa Terminal

New scheme for a C.P.R. entrance to the city. Avoid closing of the canal. Would have C.P.R. use their own property on Nicholas street and burrow under the Grand trunk tracks from Laurier bridge to Queen street. More.

13/12/1910 The Equity, Shawville Waltham Shawville

In Shawville a staff of men have been engaged making sundry changes in the railway yard, the most important of which is the shifting of the station westward to a location a few yards east of the crossing at Pickanock (or Centre street). Citizens generally regard this change with not a little disfavor, as it is thought it will result in impeding street traffic to an annoying extent on occasions when much shunting has to be done.

Also in the Renfrew Mercury 23 December.

31/12/1910 Ottawa Journal Ottawa Terminal

Plan of how C.P.R. could get through Ottawa. Good sized plan - shows a line under Majors Hill Park and along below Parliament Buildings to Union Station.