

# Local Railway Items from Area Papers - 1911

**06/01/1911 Eastern Ontario Review Montreal and Ottawa Vankleek Hill**

The largest load of brick weighing 5 tons 350 lbs. was taken from J.D. Reasbeck's yard to the C.P.R. station by Fred Fournier with a team of Mr. Steel's horses Saturday afternoon.

**07/01/1911 Ottawa Journal Chaudiere Wellington street viaduct**

Work resumed at the Chaudiere

As a result of an agreement with the Canadian Pacific Railway, the Grand Trunk Railway was yesterday able to use the track under the Wellington street viaduct and steps were immediately taken to relieve the tie up of part of the Booth industries at the Chaudiere.

The various freight cars which had been lying idle for a couple of days were moved out and in order to clear up the situation work was kept up all night by extra large freight crews. Today the big Booth pulp mill which had been shut down resumed operations and the various workmen who had not been able to work, both here and at Madawaska, found plenty to do.

Notification as to the agreement having been made came from Montreal yesterday afternoon.

**09/01/1911 Ottawa Journal Chaudiere Wellington street viaduct.**

Canadian Pacific Railway Company authorities say that their line has not been responsible for the recent tie up of traffic at the Chaudiere, owing to the Grand Trunk Railway not running under the Wellington street viaduct.

The C.P.R. officials say that the Grand Trunk neglected to conclude proper arrangements with them regarding going under the viaduct, notwithstanding the G.T.'s statement to the Railway Commission that the matter would be adjusted and the track access across Wellington street lifted. No agreement between the two companies has yet been signed regarding the G.T.R. running under the viaduct but in the meantime the C.P.R. have given the other company that privilege until the matter is adjusted.

**17/01/1911 Ottawa Journal Ottawa Terminal**

The vote in City Council last night accepting the recommendations of the Board of Control on the subject of railway entrance to the city seems to give general satisfaction. City Engineer Kerr, Engineer Tye of Toronto and a third to be appointed by the Dominion Government, are to constitute a board to report on the best solution of the problem.

The amendment moved in council to substitute Mr. E.E. Perreault C.E. of the Dominion Public Works Department, ex-City Engineer of Ottawa for Mr. Tye, was without Mr. Perreault's knowledge. Mr. Perreault said to the Journal today, "I knew nothing of this beforehand, I was not an applicant, and in fact my position as a government engineer precluded my being such."

It is probable that Mr. Perreault's name came to be put forward because it is an open secret that he was the author of the suggested C.P.R. route through Ottawa which the Journal recently published a half page map of, which met favorable comment.

**20/01/1911 Ottawa Journal Ottawa Electric**

Car No. 84 hits a fire reel

**27/01/1911 Renfrew Mercury Chalk River Carleton Place**

A new C.P.R. station, to cost \$37,000 will be erected in Carleton Place this year - so the residents of that town are lead to believe. The building, says the Canadian, is to occupy the space east of the present station, across the road, and is to have offices to be in readiness in case Carleton Place should ever become a more important divisional point.

**31/01/1911 Ottawa Journal Hull Electric Dufferin Bridge, Aylmer, Qu**

The Hull Electric Railway proposes introducing a number of improvements on its line this year including a loop under Dufferin bridge. The loop under the bridge will offset the delay the company sometimes experiences now in loading and unloading the public. When the space between the Sappers and Dufferin bridges is closed over, the steps leading down to the present car terminal will be done away with and under the lop system the cars will come out near the front of the Chateau Laurier.

A subway will also be constructed at Queens Park, Aylmer, which will do away with the public crossing in order to get on the cars. A great number of cars are being remodeled.

**31/01/1911 Ottawa Journal Alexandria Deep Cut**

Superintendent Morley Donaldson of the Grand Trunk Railway said today that the removal of the coal chutes near the deep cut would probably be part of the plan for the construction by the railway of new and additionally large shops in Ottawa. The problem of coaling the engines was a big one, he stated, and some means would have to be found to take the place of the coal chutes. But, during the summer, they would, no doubt, be removed.

**01/02/1911 Ottawa Journal Lachute Chaudiere bridge**

The C.P.R. are additionally strengthening the big bridge over the bay at the Chaudiere and the process of the work is decidedly interesting.

Several of the big stone piers of the bridge are being reinforced at the bottom with a huge mass of concrete, sunk from the river surface down eleven feet to the bed rock below. The concrete extends out about four feet from the pier proper and is thoroughly solid.

The bridge was built thirty-three years ago but it has been found lately that the constant action from the water, the jolts from logs and pieces of timber and other miscellaneous stuff swept along by the stream have had the effect of wearing away part of the masonry work below. It meant that if the process was allowed to go on the pier work might crumble away some day with the weight of a train overhead, and many lives would be lost.

More - sub marine diver inspector at work etc.

**02/02/1911 The Equity, Shawville Waltham Shawville**

Now that the railway station has been removed to what we expect will be its permanent location, citizens are becoming curious to know if the authorities have taken thought at all of the improvement it would make to have the building and surroundings lit by electricity. More.

**10/02/1911 Renfrew Mercury Eganville Dominion Rock Products**

The Eganville Leader says that the first payments made there by the Standard Chemical Co., the new owners of the lime kiln, totalled six thousand dollars. This for wages, running operations and wood. At present 2,500 cords of wood are piled on the ground.

**17/02/1911 Renfrew Mercury**

**Renfrew**

**Renfrew water**

The G.T.R. water tank and the proposed overhead bridge.

Mr. M. Donaldson, superintendent of this division of the G.T.R. , came up by the noon train on Tuesday and was met by the Mayor and Engineer and the waterworks and streets committees. First the group visited the railway tank, the condition of which had caused an urgent message to be sent to the railway officials. Mr. Donaldson promised to have some temporary improvements done at once: and more permanent changes during the summer: to prevent waste of water and damage to streets and property. Then the party went on to the Smith's Creek bridge crossing. Here, once again, arguments were offered for the building of an overhead crossing. Mr. Donaldson says his company is not averse to building overhead bridges where the conditions are right: but believes that her the d=land damages would be excessive. Such a bridge over the creek he judged would hav eto start on the rise at Mr. W. O'Connor's house on the south side of the creek and at the British Hotel on Main street. The bridge would have to be 22 ft. 6 inches clear of the rails and rise 1 in 20. Altogether between cost of bridge and cost of land damages, Mr. Donaldson felt, as he did some years ago, that the cost would be prohibitive. However, he agreed to send an engineer up to look over the grades and get his bridge superintendent to make an estimate of the cost. Urged if the tracks could not be lowered so that he height of the proposed bridge could be reduced he said that they would rather raise them.

**03/03/1911 Renfrew Mercury**

**Ottawa, Smiths Falls and Kingston**

A bill to incorporate the Ottawa, Smiths Falls and Kingston R'y. Co. has been iapproved by the railway committee of the Ontario legislature. The company asked permission to use either electric or steam power.

**17/03/1911 Renfrew Mercury**

**Ottawa, Smiths Falls and Kingston**

The route map of the Ottawa, Smith's Falls and Kingston Electric Railway was submitted a few days ago to the township of Montague for approval of the people of that section who are beginning to think the promoters of the line mean business. The map shows the line running on the north side of the Rideau River up from Ottawa, through Manotick, Kars, North Rideau, Merrickville, Kilmarnock to Smith's Falls. From here a branch line is projected to Lanark village through Perth.

**26/03/1911 Ottawa Journal**

**Carleton Place**

**Ottawa, Broad Street**

What might easily have been a serious accident occurred at six o'clock last night at the Union depot, when engine 1259 backed down from the coal chutes and crashed into the Gatineau train. Strangely enough no one was near the engine at the time, when it began to back on its own accord. Engineers think the throttle must have been defective, allowing steam to enter the cylinders. The runaway engine gained great headway and by the time it reached the depot on track 3 it had got considerable speed.

The Gatineau train was badly shaken up, its cowcatcher being smashed. Fortunately none of the passengers received any injuries, except one woman who was thrown back on a seat sustaining a wrenched back.

The most sensational part of the incident was Engineer John Raymond's thrilling attempt to stop the runaway engine. He saw the engine, 1259, start on its wild career, and knowing that the crew had left it for the day, preparatory to its being run into the roundhouse. Raymond pluckily climbed on to the cowcatcher and tried to get into the cab to shut off the steam. The window was tightly shut however, and so Raymond saw the only thing to do was to jump off again before the crash came. He shouted to Engineer John Holyoake of the Gatineau train, but he was busy watching the signals from Conductor J.A. Irvine at the rear and did not hear the warning. The Gatineau crew luckily escaped anything more than a shock.

The passengers scrambled out after the crash, wondering what had happened. The C.P.R officials will investigate the occurrence to see if anyone was to blame.

**27/03/1911 Ottawa Journal**

**Morrisburg and Ottawa Electric**

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

**03/04/1911 Ottawa Journal**

**Ottawa Terminal**

Experts Report Railway Entrance

Scheme suggests cross city tunnel for the use of all roads.

Grand Trunk tracks through Ottawa would be taken away.

New canal would follow the original plan of the British engineers.

More - part missing.

**04/04/1911 Ottawa Journal**

**Ottawa Terminal**

Map of proposed scheme for routing trains through a tunnel into Union station (GTR) More

**12/04/1911 Ottawa Journal**

**Hull Electric**

**Aylmer, Queens Park**

In an interview with one of the officials of the Hull Electric Railway, The Journal was, yesterday informed that an item in another paper of this city on Monday last, to the effect that the company is about to extend to Chelsea and that such plans have been completed and options on the greater portions of the proposed line, is quite incorrect. As yet no plans have been approved, or even made for such an extension.

To Build Tunnel

In other regards the company will make considerable improvements. At the Aylmer, among some of the more striking changes will be the construction of a tunnel which is now under way, to extend under the car tracks at a point between the roller rink and the refreshment booth. In future no one will be permitted to cross the tracks but shall go under them by way of the new tunnel.

New platforms are also being built for the station and a fence surrounding them. Turnstiles will be installed through which the passengers will pass when going to or coming from the cars, making the station a most modern and up-to-date one in every respect.

Move to Hull

Two storeys will be added to the present office of the Company in Main street, Hull, as soon as weather conditions permit. The headquarters of the company will be removed from Deschenes to the Hull office upon the completion of the enlargement.

The company will also erect car sheds shortly, at Maniwaki, (sic this should be Maniwaki Junction) which will cost at least \$25,000.

**14/04/1911 Renfrew Mercury**

**Kingston (CP)**

The Kingston & Pembroke R'y has a staff of men out on the line engaged in painting all the stations. It is four years since the stations were given a coat of paint. The company expects twenty men here from Montreal on the 20th inst. and they will be sent out to work on the line. Kingston Whig.

The Gatineau train which left here at 5.01 o'clock ran into a washout two miles and a half north of North Wakefield station. Engineer William A. McFall, 234 Preston street, who was driving the engine, was fortunately able to pull his train to a standstill on the edge of the washout. The engine, however, toppled into the crevice, taking with it the engineer and fireman who stuck to their posts. The truck of the baggage car also went in but the baggage car was suspended on the brink. Conductor Carter was in charge of the train.

Engineer McFall was badly injured but the fireman was not hurt. Dr. Pritchard of North Wakefield attended to the injured engineer and he was later brought to Ottawa in a critical condition. He is badly scalded.

Superintendent Spencer went up to the scene of the accident on a special wreck train with a large gang of men. The work of relaying the track was gone ahead with all night and the line will be opened for traffic this morning as usual.

Not one of the forty passengers was injured, and all highly commend the action of the veteran engineer in sticking to his engine and perhaps averting a more serious accident. Should the whole train have gone into the washout, it is probable that a number of the passengers would have been seriously injured.

At the point where the landslide and washout occurred there is a steep grade around a high hill. The heavy rains of yesterday, together with the breaking up of the frost in the ground, caused the track to become undermined. Three hours previously the southbound train passed the same spot in safety, and the trackmen on their trip over the line a short time before the accident did not notice anything unusual in the lay of the ground.

Thank Heaven they are Saved.

Thus exclaimed brave engineer McFall last night when told that his passengers had escaped.

Gatineau train ran into a washout two miles from North Wakefield and only heroism of engineer saved passengers - engine toppled into hole but train stopped on brink - Engineer McFall was badly scalded.

By the heroism of Engineer William McFall of the C.P.R., forty passengers were last night saved from death or serious injury in a wreck on the Gatineau line, about three miles from North Wakefield.

The accident happened about 6.30. It was due to a washout on the line. The up train which leaves Ottawa at 5 o'clock, arrived at North Wakefield on time at 6.20. There were forty passengers on board and the train was in charge of Conductor T.F. Carter and Engineer Wm. McFall.

Down Train Safe

About two hours and a half before the down train had passed through safely, and sectionmen who went over the line afterward are said to have reported it in good shape. The recent thaws, and rain, however, had put Engineer McFall on his guard, and he was watching the line closely. About three miles from North Wakefield station he saw a gap in the track between fifty and a hundred feet wide and over 25 feet deep. He was almost upon it before he saw the danger. The Fireman jumped. Engineer McFall, however, stuck to his post, throwing on the emergency brakes and doing all in his power to stop the train. He succeeded as far as the train was concerned, but the engine toppled over into the hole and he had no time to escape.

The passengers rushed out to see why the train had stopped and there was great excitement when they realized what a narrow escape they had had. Search was immediately made for the engineer who, it was feared, was under the engine, which, over ended and covered with clouds of steam, was lying in the bottom of the hole. Finally, McFall's body was seen lying on the ice of the river a few feet away. He was scalded from head to foot by the steam. Dr. Pritchard of North Wakefield was at once called and cared for the suffering man.

Word of the accident was wired to Ottawa and a special train with Mr. H.B. Spencer, district manager on board left at nine o'clock for the scene of the wreck. A gang was at once put to work bridging over the wash out section of track and towards morning the passengers were taken up to their destination by special train. Engineer McFall was brought down to Ottawa and taken to St. Lukes hospital. It is stated that, while he is badly burned, there are hopes for his recovery.

Mr. McFall is one of the oldest engineers on the C.P.R.

A representative of the Journal this morning went to his home at 227 Preston street and had a talk with his wife.

She stated that her husband had been railroading for the past forty years - this being the second accident he has been in. Two years ago he had part of his foot cut off due to an open switch. This occurred on the Gatineau line.

"My husband, when brought to the city this morning," said Mrs. McFall, although suffering intense pain, did not complain for himself but expressed great satisfaction that all the passengers in his charge had been saved. I was at the station to meet him when the train got in. He was quite conscious and could talk. He related to us how the accident happened.

Went in Ambulance.

"At the station I got into the ambulance and accompanied him to St. Luke's hospital. On the way there he talked quite freely and told me how the accident occurred. He stated that the train was going full speed and they were going round a curve which prevented him from noticing the washout until they were practically on top of it. He immediately applied the brakes, but it was too late to prevent the engine from going into the hole. His doing so, however, reduced the speed and probably saved the rest of the train. He cried out to the fireman, Harry Baker, "Jump for your life, and I will remain and see that everything is alright." A second later the engine left the tracks.

Suffered Terribly

So far as I could gather from what my husband said the next he could recall was finding himself on the ground and suffering terribly from the effects of the hot water and steam. He told me that he jumped on the ice first and that it seemed to break under his feet and he went down in the water a short way. This considerably relieved the terrible pain from the burns. He was later on pulled from the water by some of the passengers and was greatly relieved when told that none of the passengers had been injured. Exclaiming, "Then Thank Heaven they are all saved." he next enquired for the safety of his fireman. The latter had escaped uninjured.

Took First Train

Conductor (sic) McFall is one of the veteran railroad men of Ontario and took the first train over the Gatineau Road. He was also in charge of one of the trains when the Duke and Duchess of York (now His Majesty the King and Queen Mary) were here. Before going on the Gatineau Road he was for many years on the old Brockville and Ottawa line. He is widely known by travelling and commercial men throughout the province.

The wrecking train returned to Ottawa this morning. Mr. H.B. Spencer, the district manager of the C.P.R., refused to see a representative of the Journal.

Engineer Wm. McFall, the hero of Friday night's railroad tragedy on the Gatineau line, died Sunday morning as the result of the severe injuries received while sticking to his post and probably saving the lives of 40 passengers on his train. Engineer McFall was 61 years of age and was born at Bristol, Que. He came to Ottawa a number of years ago and has been residing at 237 Preston street. He was one of the oldest engineers on the C.P.R. and had been engaged in railroad work for the past forty years. He was one of the veteran railroad men of Ontario and took the first train over the Gatineau road. He was also in charge of one of the trains when their Majesties, then the Duke and Duchess of Cornwall and York, were in Canada. Before going on the Gatineau road he was for many years on the old Brockville and Ottawa line. Deceased was widely known by travelling and commercial men throughout the province.

The late Engineer McFall was in a railway accident two years ago on the same line, in which he lost his foot. This was due to an open switch. He loved his work, and notwithstanding his age and the offer to retire on pension, he stuck to his calling. Deceased was widely known in this city and many other cities and towns into which his duty took him. He was a member of the order of Railway Engineers, A.O.U.W. and the Orange lodge. He leaves a widow and a large adult family. A Baptist in religion, he attended the McPhall memorial church.

The funeral will take place on Tuesday morning from his late residence, 237 Preston street, to Union depot for interment at Maryland station.

Victorious Death of Railroad Hero

John (sic) McFall, hero of the Gatineau wreck is dead. He died the death of a Christian victor.

In Erskine church last evening Rev. Kennedy Palmer told in touching terms of a talk which he had had Saturday afternoon with Mr. McFall.

"Well, Mr. McFall, we are all proud of you, you did your duty," said Mr. Palmer.

"I tried to," replied the dying hero.

After a little further talk by Mr. Palmer, Mr. McFall said:

"I am not afraid to die. If it is God's will, I am ready. There is an advocate between us and God."

And then Mr. Palmer left him, never to see him alive again.

Engineer is dead

Conscious to the last and fighting hard against death with that indomitable heroism which characterized his life, Engineer William McFall passed away in St. Luke's hospital at an early hour Sunday morning. His death was due to the severe injuries he sustained Friday night on the Gatineau line in heroically remaining at the throttle of his engine in a gallant effort to save the lives of forty passengers who were on the train.

Although there were slight hopes held out for his recovery, his sturdy physique was unable to withstand the shock and awful burns he received, and while every possible aid was rendered, he gradually sank lower and lower.

The love and esteem to which he was held by his comrades on the road, and the men who knew him best, was evidenced by the numbers who called at his late residence yesterday to pay him their respects and to console the bereaved family.

The late Engineer McFall was born in Bristol, Que. One of the veteran railroad men of the province of Ontario, he was also one of the oldest engineers on the C.P.R. He piloted the first train that went over the Gatineau, where he had continued to run ever since, and was one of the best known railway men on the line. Before going to the Gatineau road he was for many years on the old Brockville and Ottawa line.

Proud of Record

Justly proud of his long and faithful record, he loved the panting of the huge locomotive, and notwithstanding his advanced age and an offer to retire on pension, he stuck to his work. He was widely known and respected not only in Ottawa but in other cities and towns where his duty took him.

A Prominent Orangeman

He was a member of the Order of Railway Engineers and was also a prominent Orangeman. A Baptist in religion, he attended McFall Memorial church.

Besides his wife, he is survived by four daughters, Mrs. W. Alexander of Smiths Falls, Mrs. A.W. Sills of Seattle, and Mrs. Geo. Hodgins and Miss Ketha at home.

He also leaves two sons, George in British Columbia and William of this city.

The funeral will take place tomorrow morning from his late residence, 237 Preston street, to Union Depot for interment at Norway Bay. Funeral service will be conducted in the house by Rev. W. Parker.

Funeral of Engineer

--took place this morning from his late residence -- to Union station where it was conveyed by rail to Maryland, and interment was made at Norway Bay.--

At the station which had been the scene of the greater part of the late engineer's activities a large crowd assembled and sadly watched him leave on his last trip over the road which had known him so well throughout life-- floral tributes - More.

The death of engineer William McFall as a result of injuries received by bravely staying on his engine and doing his utmost to stop the train which was plunging into a washout on the Gatineau road, is one of those incidents that inspire admiration and respect for railway engineers as a body. Engineer McFall was an elderly man and had already been maimed in a previous accident, resulting in the loss of a foot. Yet, with unshaken nerve, he continued his work, and when again he was unfortunate enough to meet disaster, through no fault of his own, he courageously met death in order to ensure the safety of the passengers. This would appear to be a case which should be brought to the attention of the Carnegie Fund Commission -- more.

This is a picture of the wreck on the Gatineau line at Wakefield in which Mr. Wm. McFaul (sic - McFall) lost his life in a brave effort to save the lives of his passengers.

Includes picture.

For Chateau Laurier

The order for the china for the Chateau Laurier, the new Grand Trunk Hotel, at Ottawa, has been awarded to the Theodore Haviland Co. of Limoges, France. This china is of a very handsome and unique pattern, and will be the best that can be turned out by this well known company, and includes Regular service, Banquet service; Palm Room or Tea Room service and a De Lux set for use in the Royal Suite.

During the past week representatives of the C.P.R. have been seeking options on certain properties in the centre of the town along the waterfront. It is believed that the Company, if it is possible to secure this property, intend building thereon a new freight shed. The present freight shed, not being situated near the business part of the town, necessitates a long haul in the delivery of freight, and it is to overcome this difficulty that the new freight shed will be built. Should the deals be consummated and the land secured, there will in all probability be no time lost in putting it to use, as they would scarcely care to hold it at the present assessed value and have the most of it lie idle.

Almonte, May 16. Fire which destroyed the railway station and block adjoining with a loss of \$75,000 this morning threatened the whole town, and only the desperate battle of a volunteer bucket brigade who reinforced the regulars kept the flames from getting a foothold outside the destroyed block.

Note: In spite of this statement it seems that the station was untouched.

Sir Donald Mann has announced that the contracts have been awarded for the completion of the Toronto-Ottawa line of the Canadian Northern Railway. The successful tenderers are: J.P. Mullarkey, Montreal; A. Sinclair and Ewan Mackenzie, Toronto. The line will be completed within a year. --

Work on New Canadian Northern Railway

Contractor D. A. Mackenzie arrived at Forfar today. Work will be East and West from that point. Work on the construction of the new CNoR begins where Brockville, Westport and Northwestern crosses the CNoR.

Why do the C.P.R. Gatineau trains leave and arrive at the Union depot?

Many people in Ottawa, and especially those summering on the Gatineau, are asking this question. One year ago, it will be remembered, the Railway Commission ordered the C.P.R. to run these trains to and from the Central depot. Since then no attempt has been made to comply with this order.

The explanation of this situation was given to the Journal yesterday by Mr. J.J. O'Meara, the local barrister, who has acted for the petitioners before the Railway Commission. Mr. O'Meara said:

"From the order of the Railway Commission the C.P.R. appealed to the Supreme Court and also to the Governor-in-Council. Neither appeal, it is important to note, operates as a stay of the Railway Commission's order. The petitioners, after obtaining the order from the Railway Commission, applied to the judge of the Exchequer Court for an order making the order of the Railway Commission a rule of the court, so that the order might be enforced through the machinery of the Exchequer Court.

"The judge of the Exchequer Court postponed the application of the petitioners until the case had been disposed of in the Supreme Court and by the Privy Council. Several months ago the appeal to the Supreme Court was dismissed.. The appeal to the Governor-in-Council was argued in August 1910, but a decision has not yet been rendered.

"In view of this fact the petitioners are not in a position to renew the application to the judge of the Exchequer Court to make the Railway Commission's order an order of that court, and thus to enforce it."

Apparently, this means that the C.P.R., while making the present appeals should have complied with the order of the Commission. This, of course, has not been done. The city has not taken any action for some months in this matter, although knowing the company's lack of obedience to the order in question

26/05/1911 *Eastern Ontario Review* *Alexandria* *Alexandria*

The gang of G.T.R. employees who were engaged in laying the Eastern Pipe and Construction Co.'s siding at Alexandria, have completed same, and now three sidings at the station here will be operated by the one switch.

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Two carloads of piping consigned respectively to Vaudreuil and Rigaud were shipped out this week by the Eastern Construction Co. of Alexandria, and as four cars of British Columbia fir are expected in a day or so, we may reasonably look for a boom at this factory.

26/05/1911 *Eastern Ontario Review* *Belleville* *Perth*

One year ago Mr. Patterson a farmer living near Perth, lost a pocket book containing over \$100 and no trace was ever found of it until a few days ago when workmen engaged on the double tracking of the C.P.R. came across a purse which was almost rotted away. The remains of two ten dollar bills was all that was left, the balance having become decayed.

01/06/1911 *Ottawa Journal* *Alexandria* *Union station*

Had to tear down some of the station.

Work on the new Central station has been set back owing to time lost in tearing down two arches at the rear of the edifice. It is understood that the architect's objection to these two particular arches because they were too flat and therefore not strong enough to carry the material to be placed above them.

A large gang of plasterers are at work within the building and the work is being rushed with all haste.

03/06/1911 *Ottawa Journal* *L'Orignal*

Scheme for New Depot.

The question of the entrance of the Canadian Northern Ry. into the City of Ottawa and the depot facilities here is one on the chief railway problems which affect the capital.

Inquiring of railway officials and the Railway Commission, the Journal is informed that the C.N.R. has a choice of three entrances, each of them easy of arrangement. Two of them involve entrance from Ottawa East to either the present depot or that which the C.P.R. has in view when the dream of a tunnel is realized.

The third prospective entrance is the present Union Depot where it is understood the C.N.R. can acquire all the accommodation necessary.

It is the opinion amongst railway men that the C.N.R. will not attempt anything in the nature of a separate depot, but that at or near the Central Depot the station of the new Ottawa railway will be located.

06/06/1911 *Ottawa Journal* *Westport*

There is the prospect of an entire railway, with its station, roadbeds, rolling stock, docks, engine-houses and so on, being thrown on the market in connection with a suit under a mortgage entered at Osgoode Hall yesterday. The Knickerbocker Trust Company of New York is plaintiff and the suit is against the Westport and Northwestern Railway and Mackenzie-Mann and Company of Toronto, to recover \$450,000 alleged due on principal under the mortgage to secure the railway's bonds. There is also \$72,000 claimed for interest.

The mortgaged property is the railway formerly owned by the Brockville, Westport and Sault Ste. Marie Railway.

08/06/1911 *The Equity, Shawville* *Waltham*

The weigh-freight (sic) train which has been in commission for several months past, has been taken off the Pontiac line, consequently the regular mixed train has, by increase of work, dropped back to the old go-as-you-please system which makes the average traveller shudder.

10/06/1911 *Ottawa Journal* *Ottawa Electric*

Rumor of merger of Ottawa Electric Railway Company, Ottawa Light, Heat and Power Company and Ottawa Car Company. Long article.

14/06/1911 *Brockville Recorder* *Westport*

Eleven tons of dynamite were carried by the B&W Railroad last Thursday to Crosby, to be used in the construction of the Belleville-Smiths Falls Railway line. NO passengers were carried on this trip.

16/06/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

Lady Injured at Caledonia Springs

A lady came very nearly being killed instantly at Caledonia Springs on Saturday last.

The Sunday School of the Dominion Methodist Church came to the Springs on Saturday to hold a picnic.

A special train carried the party and was run up to be backed onto the siding.

The lady stepped off just as the train went to back up. She stumbled and fell and just managed to crawl out before the train caught her.

She got a few cuts and scratches on the hands and face and was ill during the day from shock.

19/06/1911 *Ottawa Journal* *Smiths Falls*

The contractors on the new Canadian Northern Railway between Ottawa and Toronto start work this week on this end of the line and are at present collecting men to commence operations. With a view to having the line completed as shortly as possible, the company has let the work in a number of sub-contracts.

Mr. H. Cristin has the contract for the line from the Rideau River out towards Richmond; Messrs. MacDonald and Chisholm are building the road from

Hurdman's Bridge to the Rideau at Hogs Back and Mr. Bonneville has the work in hand from the end of the latter division to Richmond. Mr. P.J. Brennan is the contractor for the work from Richmond westwards, towards Smiths Falls.--

**Cattle Killed Near Dalkeith**

Several head of young cattle went on the G.T.R. track near Dalkeith on Monday of last week.

The southbound train came upon them and the engineer slowed up to give them time to escape but they kept to the track and ran to the bridge over the river near the village. One of them fell over to the rocks below and escaped unhurt. A second one got his leg down between the ties but managed to get out with slight injuries. A third one fell and broke a leg. It was impossible to do much to assist the poor brutes before they injured themselves.

The animals belonged to Mr. J.L. McLaurin.

**07/07/1911 *Renfrew Mercury******Locksley******Golden Lake***

Thos. Ash of Ottawa, fireman on the G.T.R. noon train from Ottawa, fell off the engine at the Golden Lake station on Monday and broke his ankle. The wounded man was taken on the train and conveyed to the hospital at Pembroke where Dr. Sparling attended to his injuries. The accident caused a delay of the train of about 50 minutes.

**07/07/1911 *Eastern Ontario Review******Alexandria******Maxville***

Maxville. Word reached the office yesterday to the effect that the G.T.R. station and saw mill had been destroyed by fire. The wires were down and no particulars could be obtained.

Later

The G.T.R. station, Smiley & Robertson's saw mill and lumber yards; J.W. Smiley's residence and granary; W.H. Dwyer & Co's. two granaries; R. Woodroffe, residence; D. McMillan, stables; 5 car loads of hay and A.J. McEwan's supply of logs were among the losses. The total loss is estimated at \$100,000 with about \$30,000 insurance.

**11/07/1911 *Rideau Record******Smiths Falls*****Help Scare**

Owing to the large number of men engaged by the C.N.R., the Good Roads Commission, and also the number employed as guides of summer tourists. Farmers of Leeds county, especially in Bastard and Burgess and North and South Crosby, are experiencing great difficulty in getting men for haying and high wages are being offered.

**Buying Land**

The Canadian Northern Railway Company has purchased great tracts of land in Montreal during the past month, the expenditures for the same amounting to the large sum of \$1,350,000. Just what their object is in acquiring this large amount of real estate is altogether a matter of conjecture as the officials absolutely decline to give out any information. It is generally supposed however that it will be used as a site of their Montreal terminal.

Regular meeting of town council Mayor Foster:

A communication from Lavell stating that the CNR had made plans to close certain streets and be advise that the council should acquiesced with plans Mr. Gould moved, seconded by Mr. Chalmers that the agreement on the CNR be ratified re crossing of certain streets - carried.

**13/07/1911 *Rideau Record******Beachburg******Hogs back bridge***

Work is to be started this week on the new C.N.R. Bridge over the Rideau River one mile south of Hogs Back. The cost of the bridge is estimated at \$40,000

**13/07/1911 *Chesterville Record******Alexandria******Maxville***

Maxville fire - destroys GTR station platforms and five boxcars loaded with pressed hay.

**25/07/1911 *Rideau Record******Smiths Falls*****Building a Railway - Construction Work on the C.N.R. Begun at Smiths Falls**

For a score of years the people of Smiths Falls have been living in more or less expectancy of seeing a new railway built to and through the town and at length their expectations are to be realized. The actual work of construction had been commenced and any who wish to see it with their own eyes and cannot wait until the work is under way within the corporation limits may satisfy themselves by going out into the county a couple of miles. This is what a Record reporter did yesterday and today he can assure his readers that a new railroad is really under course of construction, which will place Smiths Falls on another transcontinental system. It is not more than a year since the Canadian Northern Railway Company began to talk seriously of building a line through Smiths Falls to Toronto and today nearly half the road is finished and contracts are let out for the whole of the uncompleted portion from Sydenham to Ottawa. For the first six miles east of Smiths Falls from the Rideau River, Mr.G. Heniger of Nova Scotia has the been here and getting things in shape. It is one of the biggest contracts on the route including as it does a long cut east and west of the C.P.R. to admit of the subway crossing the line between the shops of the Malleable Castings Company and the Anglican Cemetery. Mr. Henniger is an experienced contractor however and is accustomed to big contracts. He has all the modern equipment for railroad building and had brought on here a complete outfit with which to do the work. He has purchased a block of land from Mr. Condie north of the Malleable shops and here he is fitting up a headquarters for the work. He has put up a number of temporary buildings including an office, a cookhouse and eating room, sleeping rooms for the men, a stable and a blacksmith shop. His plant embraces tramcars, baby locomotives for operating them, a big steam shovel, horses, carts and all the smaller tools used in making a railroad. Yesterday afternoon the Record went out to Mr. Healy's farm, a couple of miles from town where the work of grading was begun a few days ago. It was right at the edge of a thick swamp nearly half a mile long and truly a rough looking place in which to build a railway. Running up to the edge at the west is a ledge of the most approved Montague rock and beyond this a tangle of thick growing timber of nearly every kind. Through this the right of way is 100 feet wide is being

Cleared. Mr. Thomas McIlvenna has charged of this work. Quite a bit of it has already been done. The swamp is low and so the trees do not have to be cut very close to the ground. The result is that the part that is clear full of stumps from three to four feet high and it is difficult to believe that in a few months the smooth running Pullman car will be gliding through these without a jar. But the rock that comes from the hill will be thrown there and thus one part of the road helps make the other. The men employed are Italians and Pollacks but yesterday not a Pollock would work. They said the 12th, of July was a holiday with them and every one of them was celebrating the day in intown. About a half-mile from town on Mr. John McEwen's farm another lot of men and teams are at work and as soon as the various parts of the plant can be placed four or five other gangs of men will be put at work. Within a year the whole line is to be completed and Smiths Falls will have another string in its bow.

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New Railway Station Work to begin at Once on the C. N. R. and Freight Sheds Depot- Will be situated in West End

Work is to be commenced at once on the C. N. R. station. Mr. King the representative of the contractors is here to begin work and is engaging men. The new station will be out William Street on the north side of the street and quite a piece west of Quarry Street. It is well around the bend of the road leading across the swale and as matter of fact is situated at the edge of the swale. The Record understands that a great transformation will take place in that part of town this summer. The swale all about the new station is to be filled in and made into beautiful grounds around the station. All along the company's right of way as far as the swale extends it is to be filled in. The station is to be a handsome structure and of good size. The Record published a good cut of it a short time ago. The freight sheds will be convenient to the center of the town and if all plans carry through as scheduled we are apt to see William Street a pretty busy thoroughfare this time next year.

## Awarded Contract

Mr. R. A. Girouard has been awarded the contract for the construction of the section of this division of the Canadian Northern Railway, the said section extending from Jones Locks to Otter Lake, a distance of nine miles. Mr. Girouard is getting his camps ready and by the end of the week he expects to have his equipments on the ground so that work may be commenced on Monday. Included in the outfit, which he will use, is an elevator grader, a machine used largely on prairie sections in railway construction and which has been found to give most satisfactory results. It is expected that about one hundred and fifty men will be employed.

25/07/1911 *Rideau Record**Smiths Falls*

## Dangerous Characters Abroad

The Westport Mirror states that since the work of building the C. N. R. at Newboro was commenced that locality has become infested with tramps and that it is unsafe to travel the roads at night. On Thursday evening two footpads attempted to hold up Dr. G. F. Ackland in the swamp near Portland. One tried to grasp the horse's head while the other tried to catch the wheel of the buggy but both were knocked into the ditch. The following day the home of George Duncan, a prosperous farmer living two miles from Newboro was entered during the absence of the family and two purses containing \$12.70 were taken.

01/08/1911 *Ottawa Journal**Hull Electric*

It is just possible that the Hull Electric Railway may not erect the proposed \$35,000 car sheds in the city of Hull at Maniwaki (sic) Junction, but instead add to the present car sheds at Deschenes. The Hull Electric Company applied some time ago to the corporation of Hull for permission to lay their tracks along one of their streets from their present tracks to the new sheds when built, but the Hull city council has been so slow in granting permission that the company is getting tired waiting.

"The Hull city council doesn't seem to appreciate the value of having a \$35,000 building erected in the city," said Mr. Gordon Gale, superintendent of the electric road in discussing this matter this morning. He also made statements as expressed above, about the intentions of the company if the Hull council did not soon give a favourable reply to their request.

Asked if there was any truth in a report that the Hull office on Main street would be disposed of, and all officers stationed at Deschenes, Mr. Gale denied this stating that, the company still contemplated putting an addition to the Hull office, which was reported in this paper some months ago.

02/08/1911 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

The C.P.R. asked the Water Works Committee last night for permission to tap the St. Patrick street main and lay a pipe along the Interprovincial Bridge and a six months water service was granted. There have been three fires on the bridge recently and a better service for fire protection is needed. More.

03/08/1911 *Ottawa Journal**Alexandria**Central station*

Mayor Hopewell is daily hoping to get a letter from Mr. Hays, of the G.T.R. in reply to one he sent to him asking what progress is being made at the Central station. The mayor is anxious that provision should be made for plenty of room at the station when the Duke of Connaught arrives here.

If the station is not finished in time it is likely that some arrangements will be made whereby a temporary platform could be erected in some part of the city in which there are Grand Trunk tracks, possibly in the vicinity of Elgin street.

03/08/1911 *Rideau Record**Smiths Falls**Forfar*

## Germans jumping job at Forfar

The nine Germans who were jailed at Brockville for jumping their job at the CNR construction at Forfar were dismissed from custody by Judge McDonald who ordered that they be paid for the time they had been in jail and further that they be paid every two weeks. He expressed his displeasure at the proceedings that had been taken against the men.

## Social Notes: Lombardy

Work on CNR in this vicinity will start very soon.

04/08/1911 *Eastern Ontario Review**Morrisburg and Ottawa Electric*

## Morrisburg Electric Railway

At a meeting of the new board of directors of the Morrisburg and Ottawa Electric Railway at their offices 248½ Albert St., Ottawa on Wednesday, the following officers were elected:- President, James Oliver; vice-president, Ald. W.J. Campbell; secretary treasurer, R.A. Bishop. The secretary was deputed to look into details regarding right of way and cost of construction. The company expects to begin work this fall.

04/08/1911 *Renfrew Mercury**Chalk River**Renfrew*

By paragraph in another column of the Rideau Record it will be noted that the C.P.R. is installing a special telephone system for despatching purposes. Renfrew station is at present a network of wires for this new installation, although the despatching phone has not yet arrived. Renfrew is to be the testing station for the district between Ottawa and Renfrew.

04/08/1911 *Renfrew Mercury**Chalk River**Arnprior water*

Almost all the material for the new water tank to be erected at Arnprior by the C.P.R. is now on the ground and there is every indication that construction will commence at an early date. The town officials have not yet been approached by the railway company regarding a supply of water.

10/08/1911 *Chesterville Record**Chalk River**Sand Point*

Harvesters passing through here Friday to the west were guilty of wanton rowdyism. An excursion train was brought to a stop near the place by having the cars disabled and stores were broken into and robbed. Stones were thrown at sectionmen at work and women in the town were made the target of insulting language. For fifteen minutes the place was in the power of the toughs. One woman drove them out of her place with a revolver, but in most cases the citizens were terrorized.

15/08/1911 *Rideau Record**Smiths Falls*

## Page 5. Social Notes

Mrs. & Mr. James McDonald has gone to Sydenham where Mr. McDonald has a contract on the CNR.

17/08/1911 *Ottawa Journal**Alexandria**Central station*

Mr. M. Donaldson, superintendent of the Ottawa division of the G.T.R. has assured the civic reception committee that the railway authorities will cooperate with the city in the reception to the Duke of Connaught.

The new station will probably be formally opened on the day the new governor general arrives. The intention on the part of the G.T.R. officials is to attend to the part of the demonstration at the station. The welcome will probably be held in the large waiting room at the station which will accommodate 600 or 700, though whether Mayor Hopewell will give the city's address there or at Parliament Hill is not known yet. More.

*17/08/1911 Rideau Record Smiths Falls*

Wanted

20 Teams with wagons and men for work on the Canadian Northern Railway Construction near Lombardy. Apply to Frank Milne at works, or R.A. Girouard, in town

*18/08/1911 Eastern Ontario Review Montreal and Ottawa Navan*

An Assault Case

C.P.R. constable Law was here conducting a case against Marshall Rothwell of Navan. Mr. Rothwell got into a dispute with the station agent at Navan, Wm. Thorne, and struck the latter in the face. The magistrate at Vankleek Hill fined Rothwell \$10 with costs. The total amounted to over \$40. The dispute arose over the placing of some empty cars at Navan Station.

*21/08/1911 Ottawa Journal Alexandria Chateau Laurier*

--an employee of the Dominion Bridge Company, was pushing a hand car, loaded with structural steel, when his foot slipped and he fell under the car which, passing over his leg, broke it.--

*22/08/1911 Rideau Record Smiths Falls*

CNR Progressing

The CNR construction train with a gang of 57 men reached the city of Belleville Wednesday night and has extended their operations over the Moira River by Thursday noon. The party is progressing at the rate of a mile per day. The work on this division of the new road is being rapidly pushed ahead.

Excerpt from "Lake Notes"

When the CNR reaches Portland, the Rideau will become a great Tourist resort.

*24/08/1911 Chesterville Record Prescott Prescott*

Eight cars of silk en route from Japan to New York, were ferried across the river from Prescott to Ogdensburg on Friday. The silk is valued at \$1,000,000 and the journey from Vancouver to Prescott was made in four days. Jager Schmidt, a reporter for a Paris newspaper, who is endeavoring to circle the globe in forty days caught the special at Vancouver and left it in Smiths Falls in the hope of catching a ship at Montreal or Quebec in order to complete the trip within the time limit.

*25/08/1911 Eastern Ontario Review Montreal and Ottawa Vankleek Hill*

The C.P.R. is finding much difficulty with the shortage of water at the Vankleek Hill station. Trains are being daily delayed from this cause.

*29/08/1911 Rideau Record Smiths Falls*

Trains running in a month

A party of Canadian Northern Railway officials went over the Toronto - Trenton divisions of the CNR track last week preparatory to the inspection of the Chief Engineer of the Dominion Board of Railway Commissioners. At the conclusion of the trip the announcement was made that the Trenton divisions would be ready for the operation of scheduled trains within a month

*31/08/1911 Chesterville Record New York Central Crysler*

Mr. and Mrs. Vanance Landry celebrated the 50th anniversary of their marriage last week. The ceremony took place in St. James Church in Embrun. A special train was chartered for the occasion and about 500 went from Crysler. After the ceremony the special train ran back to Crysler.

*02/09/1911 Ottawa Journal Central of Canada*

Central Railway Company of Canada, which recently placed a bond issue of five million dollars in the money markets of Britain and France, claims that it is entitled to receive, upon fulfillment of certain conditions, some 1,300,000 acres of land in Ontario and Quebec. The question is likely to prove a troublesome one for the governments concerned. More.

*05/09/1911 Ottawa Journal Smiths Falls Rideau Junction*

Having taken options some time ago on 600 acres of land between the Rideau River and the Merivale Road, the Canadian Northern Railway have now taken advantage of these options and bought the land outright from the owners and on the first of October will take absolute possession. Those from whom the land was taken --

The object, of course, in acquiring the land is to expedite the entrance of the C.N.R. into Ottawa from Toronto.

*06/09/1911 Ottawa Journal Alexandria Central station*

The removal of several of the local departments of the Grand Trunk Railway from the temporary station where they are now housed to the new station will, in all probability, says Mr. Morley Donaldson, superintendent of the Ottawa division of the Grand Trunk, positively take place about next month.

About the end of September he will be in a position to say the last word on the matter. Most of the necessary finishings are completed in the new quarters but a few final touches are yet to be done.

*07/09/1911 Rideau Record Smiths Falls*

C.N.R. Buys Land

A few weeks ago the Record made mention of the fact that the Canadian Northern had taken options on farmlands in the vicinity of Merivale, about five miles from Ottawa. On Saturday the Company took up these options and the purchase money was paid over. The land, which forms an area of one and one-half miles square, is located at the point where the Toronto-Smiths Falls-Ottawa and transcontinental lines of the C.N.R. will merge. Although prices were not made public it is said the cost of the farms was about 250,000 altogether. The object of the company in securing such a large tract of land is thought to be for location of shops and roundhouses, as well as yard space.

Will Boom Rideau Lakes

That the Canadian Northern Railway company, whose Ottawa - Toronto line will touch at many points along the Rideau Lakes Navigation company with the intention of adding to the service and booming the lakes as Canada's premier summer tourist resort, is known to be the latest move of the new road. Hitherto the Rideau Lakes, although possessing almost unrivaled advantages, as a summer resort, have suffered from the want of proper train connection. The C.N.R. line from Ottawa to Toronto, however, will pass through Smiths Falls and through Portland, on the north shore of Big Rideau Lake and thus provide a regular daily service for the tourists from Ottawa and elsewhere. The distance from Ottawa to the lakes being covered in about an hour's time. It was announced at the C.N.R. offices at Ottawa on Tuesday that all the summer resorts along the chain of lakes would be boomed and advertised all over Canada and the United States. It is also just possible that a big summer hotel may be built there as well.



**08/09/1911 Renfrew Mercury Chalk River Arnprior**

Arnprior Chronicle. A very complete telephone system has been installed in the various railway stations along the line of the C.P.R. here. It is a direct connection between the despatcher's desk and the station and will no doubt be used in the despatching of trains in preference to the telegraph. In each station there is only the gong and the receiver, the operator cannot call another operator neither can he ring up the despatcher, thus allowing the man directing the course of the trains absolute use of the wire at all times.

**09/09/1911 Ottawa Journal Ottawa Electric Ottawa Car**

People on Sparks street were rather startled about two o'clock yesterday to see a strange looking street car coming up the tracks of the Ottawa Electric Railway. The strange part of the car is that it was not painted the color of Ottawa cars, red and yellow, but a bright green and yellow. The car was the one which has been built for the Edmonton Radial Railway by the Ottawa Car Co. It with the others of its kind, have been manufactured for the western city, will be shipped in a few days/ The run up Sparks street was just taken to make sure it was in good working order.

**12/09/1911 Rideau Record Smiths Falls**

Trenton a Division Point

A Bylaw which carried almost unanimously at Trenton on Tuesday grants the Canadian Northern Railway a fixed taxation for ten years and a small bonus in the shape of free land sites, which ensures Trenton as the first Divisional point east of Toronto.

Social Notes

Mr. Rene Girouard who has the contract for one section of the C.N.R. will take up his residence in town and has leased Mr. W.W. Cook's house on McEwen Avenue. Mrs. Girouard and their little daughter who are now in Perth will join Mr. Girouard in their new home here next week.

**13/09/1911 Ottawa Journal Smiths Falls**

The Canadian Northern Railway today completed, after one year's dealings, the purchase of land south of Ottawa for its entrance and Ottawa - Toronto line, valued at about \$300,000. More.

**15/09/1911 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. The G.T.R. intends building a new water tank to replace the one that was burned down about three years ago.

**21/09/1911 Rideau Record Smiths Falls**

Nearing Completion

Construction work is rapidly nearing completion on the Toronto - Trenton division of the new Canadian Northern road to Ottawa. The mileage from Don Junction to Trenton is 104 and the work is so far advanced that freight will be accepted on Oct 1.

**22/09/1911 Eganville Leader Renfrew Barrys Bay**

Barry's Bay Man and The G. T. R.

Leaning over a table covered with blue-prints, four members of the railway commission and a farmer on Tuesday at Ottawa took up the consideration of the farmer's complaint that he had not been allowed to board the Grand Trunk train when it stopped and took on other passengers. The farmer is Mr. J. H. Dennison of Barry's Bay. In order to get on the train, he said, he was compelled to walk three miles down the track, while others were taken on where he started to walk. Mr. Morley Donaldson for the Grand Trunk explained that the train stopped to take on employees, and there were not facilities for taking on passengers. "What I'd like to know is why a man can't get on a train anywhere it stops," said Chairman Mabee, "even when it stops in the bush to fix up an accident." It was finally decided that the train should stop for Mr. Dennison when flagged once a week, on Wednesdays, and that he could get on with the railway employees on other days

**26/09/1911 Rideau Record Smiths Falls**

Central Ontario Railway

Although not officially approved it is understood that the Central Ontario Railway from Coe Hill to Picton, comes under Canadian Northern control on Oct 1.

**29/09/1911 Eastern Ontario Review Westport Brockville**

Accident at Brockville

Brockville Sept. 27th. Wm. Morris. 35 years old, son of the late John Morris of Delta, came to Brockville Monday night to the Conservative victory. Morris missed his train and this morning, while standing at the B.W. & O. (sic) station waiting for his train to pull out he fell from the edge of the platform to the tracks below, a distance of three feet. The back of his head struck the end of a tie, causing a fracture at the base of the skull, from which he had not recovered consciousness. Advice from the hospital last night stated that he cannot survive more than a few hours. Morris is the only support of his widowed mother.

**30/09/1911 Ottawa Journal Hull Electric**

On and after Monday October 2nd., cars to Aylmer will run to Aylmer station only in accordance with the winter schedule. For the convenience of those residing at Queens Park, a transfer car will be run in the early morning and late afternoon during the week ending October 7th.

**02/10/1911 Ottawa Journal Alexandria Union Station**

The large refrigerator to be installed in the restaurant in the new Grand Trunk station arrived on Saturday. The sections alone required a car alone to themselves. Some idea of its size is obtained when it will take a staff of men about a month to install it and put the sections together.

A large ammonia plant is to be used in running this huge ice-box, which will be divided into three compartments of different temperatures.

The kitchen is nearly all ready for operation and the restaurant is expected to open in about a month's time.

Aside from the passenger traffic the restaurant should receive a liberal patronage from those employed in the various offices of the new station.

**03/10/1911 Rideau Record Smiths Falls**

Canadian Northern Ontario Railway Open First Section of the Toronto-Montreal Line Next Monday

The first section of the Toronto-Montreal line, 110 miles has been finally approved by the railway commission and will be opened for traffic between Toronto and Trenton on Monday the 9th with a double passenger service daily except on Sunday. Trains will leave Union Station, Toronto 9:30am and 6:30pm arriving at the Central Ontario Station in Trenton at respectively 1:20 p.m. and 10:20 p.m., leaving Trenton 9:10am and 5:40 p.m. arriving Toronto 1:00pm and 9:30 p.m. This double service will be maintained with entirely new standard equipment, including dining and parlor cars. The new line is exceedingly well built and opens up considerable fruit country which was formerly with our direct service and also affords an improved service between Toronto and such points as Cherrywood, Brooklyn, Oshawa, Bowmanville, Orono, Port Hope, Cobourg, Grafton, Colbourne, Brighton, Picton and all points on the Central Ontario Railway.

**04/10/1911 Ottawa Journal Ottawa, Smiths Falls and Kingston**

The survey of the road for the Ottawa, Smiths Falls and Kingston electric railway has been completed between Ottawa and Smiths Falls and is being hurried forward between the latter town under the able surveillance of Mr. U.L. Woson of Toronto and Mr. Earley, of Hull.

It is proposed to have the Ottawa terminus at Preston street temporarily, and to have a freight station at the limits of the city.

List of directors --

**05/10/1911    The Equity, Shawville    Beachburg    Portage du Fort**

A staff of engineers arrived at Portage du Fort a few days ago to locate the site for the crossing of the Canadian Northern railway somewhere in the vicinity of "Lazy Schenail," some distance upriver from the village. --

**05/10/1911    Rideau Record    Smiths Falls**

Dismissed the Case

Magistrate Sparham held a lengthily session of the police court this morning to hear a case the police court this morning to hear a case brought by G.A. Ladeur, foreman against John Arcand a sub-contractor on the CNR. The Plaintiff's claim was for \$71.00, which he alleged was due him for wages. A good of evidence was heard in the matter and after going through it all the magistrate decided that the plaintiff was not entitled to the money claimed by and he dismissed the case.

Will positively be built inside a year

Sir William Mackenzie president of the Canadian Northern Railway has been in Ottawa during the week. In an interview he stated positively that the CNR will be running into Ottawa from the east and west within a year. Thus making a line from Quebec to Toronto. This means Smiths Falls residents will this time next year have a choice of two lines of railway want they want to make a trip to the capital or Toronto.

Will Boom Next Season

There promises to be great activity on the Rideau Lakes next year in the matter of new summer homes. The Record understands on good authority that the C.N.R. will exploit the Rideau lakes and make them the most popular resort in Ontario. Plans to this end are said to be under consideration now.

Among those who have recently acquired property on Rideau Lake is Judge Cross of Montreal who has bought some land on the south shore just above the Narrows on which he will erect a handsome cottage before next season. Judge Cross and family occupied Dr. McCalum's cottage this season and were so impressed with the beauties of the Rideau that the judge intends to make it his permanent summer residence.

Mr. S.L. Forrest, Mr. Raoul Girouard and Dr. Wickware have also recently purchased building sites on the lake. The block includes four acres, of which Dr. Wickware has two acres and Mr. Forrest and Mr. Girouard one each. O'Mara's bay which is just this side of the Rocky Narrows.

A handsome cottage has just been completed for Mr. And Mrs. Keech on the south side of the lake this side of Rideau Ferry. It is an eight-room house, large and commodious with a fine ten-foot verandah running all around it. The cottage is on the main land and is within easy reach of town. Mayor Foster has had erected near his residence a handsome bungalow. It is constructed of cedar logs with a wide verandah on three sides and is much more warmly built than his ordinary cottage. It is of most attractive appearance and adds greatly to Mr. Foster's fine property there.

**06/10/1911    Renfrew Mercury    Chalk River    Renfrew**

The C.P.R. station yard between the station and the freight shed has now been all ploughed up and levelled so that in time a fine lawn will greet passers-by from whatever side of the station they gaze townwards.

**10/10/1911    Rideau Record    Smiths Falls**

St. James Church Sold

St James church in Montreal, the pride of Canadian Methodism has been sold for \$2,000,000 to Mackenzie and Mann. It is understood that the site will be used for a big station in connection with the C.N.R. and that access to it will be had by means of a tunnel under the mountain.

A Terrible Experience

Vernon Leamy, an Ottawa youth recently passed through what might be termed a terrible experience. He was spending his holidays with his father, Mr. Frank Leamy, in the latter's construction camp on the C.N.R. Smiths Falls to Toronto line near Chaffeys Locks. He was taken suddenly ill one day and had to be brought from the camp to the locks over a rough road. The intention was to put him on a boat at Chaffeys and convey him to a hospital at Kingston. On arrival there however there was no boat to be had and the sick boy had to remain there a whole day until a launch could be procured.

A severe thunderstorm came up and on the middle of it he was placed in his bed in the launch and carried up through the Rideau lakes to Kingston. Arriving there at three o'clock in the morning he was hurried to the Hotel Dieu where the operation for the appendicitis was performed. Leamy hovered between life and death for several days but is now progressing towards recovery.

**12/10/1911    Rideau Record    Smiths Falls**

Freight (?)Train Derailed

The opening of the Trenton - Toronto branch of the CNoR on Monday was attended by a mishap. The first train to go over the line carrying passengers, officials of the CNR and a party of newspapermen was wrecked at Grafton when the engine struck a misplaced switch. No one was hurt. The fireman R.W. Wilson was thrown out the window of the caboose but was unhurt. W.C. Moore the engineer stuck to his post and was not injured.

**13/10/1911    Eastern Ontario Review    Winchester    Winchester**

Accident at Winchester

Mr. and Mrs. James Crobar, of Winchester were driving into Winchester when their horse took fright at a paper on the street and ran away. It ran nearly half a mile to the C.P.R. track and then the maddened animal plunged between two cars of a passing freight breaking its legs. It reared back and then lunged forward again, landing between the last car and the van. Up to this time Mr. and Mrs. Crobar managed to keep in the buggy but in the horse's last mad plunge the shafts were broken and the vehicle was turned over and they were thrown out clear of the track, which probably saved their lives. The horse had to be shot,

**14/10/1911    Ottawa Journal    Carleton Place    Ottawa, Broad Street**

Earl Grey arrives at C.P.R. Union station from Quebec.

**16/10/1911    Ottawa Journal    Ottawa Electric**

Accident to car No. 90.

A feature which seems to have been overlooked in the reception on Saturday to the Duke and Duchess was the magnificent decorations at the Canadian Pacific Railway Station, Union Depot. It seems to have been obscured owing to the fact that while the decorations were being developed the public were excluded reception room specially built of canvas, speak in terms of praise of good taste and magnificence of the decorations.

The entrance to the station through the waiting room was created into a large corridor, the ticket office, waiting room and all other side rooms had been entirely closed to the public.

The large marquee of heavy canvas was built over the whole of the platform outside, walled in over the train into which the car entered admitting the Royal couple down the steps on to the carpeted platform. The roof of the large enclosure was beautifully draped with red, white and blue bunting, large Union Jacks and clusters of flags on shields down to the wall of the marquee. The walls were wainscoted up to meet this draping with evergreens very thickly latticed. The whole enclosure was covered with thick crimson carpet, around the sides of which stood large palms and other potted flowers. This scheme of decoration was continued from the door of the car through to the street where carriages awaited the Royal party.

The Canadian Pacific Railway Company gave all the work in charge of the C. Ross Company, and those who had the privilege of entering the enclosure speak of it as one of the finest features of the reception. This same firm completed the decorations on Broad Street from the station up to Wellington street, which was in decided contrast to the city decorations over the rest of the route. This was also done under instructions of the C.P.R. at their own expense.

The cars specially built for the Royal train, which are most sumptuously equipped that have ever been used in Canada before, were entirely furnished by the C. Ross Company of this city. The firm's employees were obliged to do the work in the Canadian Pacific Railway Car Sheds at Montreal, owing to the fact that other parts of the train were not complete, and in order to execute the work and furnish it in time, the C. Ross Company had to send its own staff and all materials direct to the train, and execute the work there.

19/10/1911 *Rideau Record**Smiths Falls*

St. Francis Notes

-Three new Typhoid fever cases were brought to the hospital yesterday and the patients were all employees on the CNR construction, one at Lombardy and the other two at Chaffey's. There are eleven Typhoid patents at present at the hospital

-Mr. J.S. Grant timekeeper on the CNR who suffered from a bad attack of Grippe was able to leave the hospital this week.

24/10/1911 *Rideau Record**Smiths Falls*

Will apply for Authority to pierce Mount Royal

A dispatch from Toronto says; at the forthcoming session of the Dominion Parliament the Canadian Northern Tunnel and Terminal Company will apply for authority to construct a railway tunnel under Mount Royal, Montreal. The cost of the undertaking is conservatively estimated at 25,000,000, and addition the Canadian Northern Railway is likely to spend a large sum in improvement work around Montreal. It is understood that the application will be sufficiently comprehensive to allow CNR to construct and operate lines connecting its tracks with the CNO and CNQ railroads, and those of the Harbor Commissioners of Montreal. The tunnel will give the CNR easy access to the city of Montreal and avoid the slow handling of trains around the mountain; the tunnel will be approximately three miles in length.

25/10/1911 *Ottawa Journal**Ottawa Electric**Ottawa Car*

The Ottawa Electric Company are having a large double truck steel sweeper constructed, which is to be used in the more severe storms of the coming winter. This is the first one of its kind to be used by any electric railway in Canada, and is to be built entirely of steel. It will also be more powerful than the present wooden sweepers now in use which in a very heavy storm are sometimes tied up. This new sweeper will be an immense help to all sections of the service.

There are at present forty-two pay-as-you-enter cars in operation and it is not likely that more than this number will be used this winter. The old ordinary cars cannot be changed into pay-as-you-enter cars as the new cars have to have a specially constructed base.

26/10/1911 *Rideau Record**Smiths Falls*

Main News

The CNR has applied to the railway commission to link up the Ottawa - Hawkesbury line with Montreal. The line is expected to be completed shortly. CPR improvements in Ottawa include gigantic tunnel scheme. Canadian Northern will go with CPR on project.

Building a City C.N.R. Shops to be built near Ottawa. What is now farmland will be a thriving City in 6 Years

A few weeks ago the Record made mention of the fact that the Canadian Northern Railway had made a big purchase of land in the vicinity of Ottawa for which the sum of \$250,000 was paid and which, it was supposed was to be used as a terminal point for the line. This week the Company has made definite announcement as to its plans with regard to the big purchase. On this land immense car shops are to be erected which are to be a duplicate of the Angus shops in Montreal. At first car repairing will be carried on, with car building followed quickly. An engine building, according to the intention of Mackenzie and Mann will follow engine repair departments. Training shops will of necessity have to be established to give the men knowledge of the work. The land on which these shops will be built is known as the James Moffat farm and is situated one half mile below Hogsback and exactly 41/4 miles from the center of Ottawa. This is where the Montreal Ottawa and Toronto line joins with the Port Arthur and Winnipeg main line. The land lies between the riverfront and concession 1, Rideau front, and is immediately surrounding the junction point. In from five to ten years Ottawa it is predicted will have at her southern door an adjoining city of from fifteen to twenty thousand people. The name given to the terminal will be Rideau Junction and the company estimates that in five years \$5,000,000 will be spent at this point.

The officials intend that the population of the city that will spring up there will gradually increase and the area extended until it is united with Ottawa. But for the first few years it will be a city apart from the Capital.

Stockyards will be one of the things that will follow the making of Rideau Junction a distribution point. When the stockyards come they will be on a large scale. The heads of the company have no intention of building a car shop at Montreal. That project is out of commission forever. It is considered entirely impossible. Surveying has been completed for the part of the transcontinental between Bell's Corners and Fitzroy Harbor. The line will probably be completed in the fall of 1912.

This line will cross the Richmond Road one half mile north of Bell's Corners, passing through South March. It will cross the lake one eighth of a mile south of Fitzroy Harbor.

All the land in the neighborhood to Hogsback has advanced enormously in value. The farmers from whom the Company purchased this land have been rendered financially independent for life. From \$175 to \$400 per acre was paid for it.

27/10/1911 *Renfrew Mercury**Waltham**Quyon*

What just missed being a fatal accident happened at Quyon station on Tuesday. Thos. Kearns, the station master, and R. Foster were engaged in closing a freight car, the door of which had struck. While Mr. Foster was in the act of striking with an axe the blade glanced off and struck Mr. Hearn on the head near the temple and inflicting an ugly gash and several a small artery. Lost a lot of blood but will soon be alright again. Pontiac Advance.

27/10/1911 *Eastern Ontario Review**Montreal and Ottawa**Pendleton*

Pendleton The C.P.R. is making extensive improvements on the local station in the way of a concrete foundation and a new addition to the platform.

02/11/1911 *Ottawa Journal*

*Beachburg*

*Billings Bridge, Hogs Back*

In connection with the construction of the C.N.R. lines into this city, a huge concrete culvert is now under construction at Billings Bridge between two hills about one hundred feet apart. The work of excavating for the foundation of the culvert was commenced about two weeks ago and it was only today that the first concrete was mixed and set in place.

The foundations will be twenty feet high and on top of this will be placed twenty more feet of grading material, which will bring the top to track level, forty feet above the bottom of the hills between which the culvert is being constructed. While the work on the culvert is being rushed at a great pace, it is not thought that it will be completed for over a month yet.

Operations have also been commenced on the new Rideau River bridge which crosses near Hogs Back and which will be part of the C.N.R. Smiths Falls - Ottawa line. It will have three spans of 100 feet and two of seventy-five feet, and is to be constructed of concrete and steel throughout. This work is also being rushed but will not be completed before the spring.

A shortage of labor is to some extent hindering the progress of the C.N.R. construction, but it is being rushed ahead as quickly as possible, and it is hoped that by the first of the year the steel will be laid as far as the Metcalfe Road.

03/11/1911 *Eastern Ontario Review*

*Montreal and Ottawa*

*Alfred*

The Peat Plant at Alfred

The establishment of a 15,000 ton peat plant near Ottawa, announced in the Citizen some time ago, will be followed by the closing down of the government peat plant at Alfred.

"We built and operated the Alfred plant merely to demonstrate what could be done in the matter of the economical production of peat," said Dr. Haanel, superintendent of the mines branch. "Now that sufficient interest has been awakened to result in the erection of such a large plant as will be built there is no further object of running our own plant which will accordingly shut down."

The mines branch had some trouble securing cars to transport its peat, but this has now been settled.

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03/11/1911 *Eastern Ontario Review*

*Vankleek*

*Dalkeith*

Dalkeith. Work has been started on the new water tank to be erected by the G.T.R. Co. repairs are also being made on the railroad bridge near here.

06/11/1911 *Ottawa Journal*

*Alexandria*

*Ottawa Union*

It is positively assured that the Grand Trunk station will be opened by the middle of November. The different rooms are being furnished and the lighting fixtures are in place.

The temporary station will be converted into a baggage room at the latter part of next week. Everything will be of the latest pattern and a new system of baggage checking will be introduced.

07/11/1911 *Rideau Record*

*Smiths Falls*

Building a Railway

In connection with the construction of the C.N.R. lines into Ottawa a huge concrete culvert is now under construction at Billings Bridge, between two hills about one hundred feet apart.

Operations have also been commenced on the new Rideau River Bridge which crosses near Hog's Back and which will be part of the C.N.R. Smiths Falls - Ottawa line. It will have three spans of 100 feet and two of seventy-five feet and is to be constructed of concrete and steel throughout. This work is also being rushed but will not be completed before the spring. A shortage of labor is to some extent hindering the progress of the C.N.R. construction, but it is being rushed ahead as quickly as possible.

Gunning Accident

Robert W. Curragh of Kingston aged 17 years met with a shocking accident on Saturday. With a companion he went out to shoot ducks and when hurrying to get into a boat he stumbled over his gun causing it to discharge. The contents entered the young man's killing him instantly. The deceased worked on the CNR construction here last summer and with his savings he was putting himself through Business College. He was a bright energetic young man and was a great favorite with his companions.

A Row at the camp

A request was sent into Chief Sweet from Lombardy last night to go out to the CNR construction camp of Girouard and McGuigan near there to quell a riot. There was no warrant and as it was outside the Chief's jurisdiction he did not go but it is understood that there was a big row and that Mr. McGuigan was roughly handled.

Building Subway

Messrs. Jones and Girouard have the contract of building the bridge and subway to permit the CNR Ottawa, Smiths Falls and Toronto line to pass under the CPR tracks here. The subway will be under the CPR line just beyond the north end of the malleable Castings shop where the big fill has been made and will be a heavy and expensive undertaking. It will go under both the Toronto and Ottawa tracks and will be one long subway. The contractors are here now to begin work.

08/11/1911 *Ottawa Journal*

*Beachburg*

*Hurdman*

The C.N.R. yesterday began construction of the last link of the Ottawa to Toronto line.

Workmen have begun the laying of steel rails beyond Hurdman's Bridge, about a mile and three quarters from the centre of the city and not far from the local C.N.R. station.

The connecting link is to be built from this city to Sydenham.

Mr. J.P. Malarkey, the well known local contractor, who has the contract for the construction of the road, is now in the city superintending the work from this end. The distance from here to Sydenham is 90 miles and the rails will be laid from this end first over the road which is practically all graded.

"We shall have the contract complete within a year," says Mr. Mullarkey, and this will mean that the line from here to Toronto will be ready for business. He says from Trenton to Sydenham the trains will run over the old Bay of Quinte road.

About 13,00 (sic) men are rushing the work, and when it is finished, the shortest line from the Capital to the Queen City will be in operation. Sir William MacKenzie, the president of the C.N.R., says the road will be running into a station in the centre of the city.

10/11/1911 *Eastern Ontario Review*

*Vankleek*

*Dalkeith*

Dalkeith. It has been decided that the new water tank to be built here by the G.T.R. will not be built this fall as had been expected.

10/11/1911 *Eastern Ontario Review*

*Montreal and Ottawa*

*Alfred*

Will Still Manufacture Peat.

-- announcement that Mr. J.M. Shuttleworth of Brantford and associate manufacturers have become convinced that the air-dried peat fuel making method employed by the mines branch can be made a commercial success that they have contracted with the government to continue the work at Alfred, Ont., and will spend over \$50,000 of private capital in trying an improved Anrep peat machine.

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*10/11/1911 Ottawa Journal Montreal and Ottawa Alfred*

The C.P.R. seeks to purchase the government peat plant at Alfred. Article.

*10/11/1911 Renfrew Mercury Chalk River Meath*

C.P.R. Changes Station Name.

The station formerly known as Graham's on the C.P.R. below here will hereafter be called Meath. The reason given out for making the change is that there is a station on the G.T.P. called Graham after the Hon. G.P. Graham and considerable confusion was being met with in the handling of freight and express. Pembroke Standard.

*10/11/1911 Renfrew Mercury Chalk River Renfrew*

Once again Renfrew's C.P.R. station figures in the list of prizes given by the C.P.R. company for the best kept gardens at the stations along their line. In district No.4, of which Mr. H.B. Spencer is superintendent, Caledonia Springs is awarded first prize, and Renfrew second prize. Though Mr. Dickson, as station master, is credited in the published list with being the winner, he always accords the praise for the neat and tasty appearance of the station garden her to Mr. Godfrey, the baggage master.

*14/11/1911 Rideau Record Smiths Falls*

CNR Station

The new CNR station at Belleville a cut of which appears in another column is just completed and is a very handsome structure. It is built of brick and has all modern improvements. The new CNR station at Smiths Falls is to be built according to the same plans.

The Last Link

The C.N.R. began construction last week of the last link of the Ottawa - Smiths Falls - Toronto line. Workmen have begun the laying of the steel rails beyond Hurdman's bridge about a mile and three-quarters from the center of Ottawa. The connecting line is to be built from Ottawa to Sydenham. Mr. J.P. Mullarkey the well-known contractor who has the contract for the construction of the road is now in Ottawa superintending the work from there. The distance from that city to Sydenham is 90 miles and the rails will be laid first from Ottawa over the road, which is practically all, graded. Mr. Mullarkey stated that the contract would be completed within a year and this means that the line from Ottawa to Smiths Falls and Toronto will be ready for business in that time. About 1,300 men are engaged on the work.

*16/11/1911 Ottawa Journal Beachburg Rideau River Hogs back*

Work on the construction of the Canadian Northern bridge to span the Rideau River at Hogs Back, which means the last step of the actual entrance of the C.N.R. into the city commenced today and will be completed early in the spring. The bridge will be about 400 feet long and about 30 feet wide. From Rideau Junction to the C.N.R. up town station, wherever it will be double tracks will be laid. Before next fall the line from Ottawa to Toronto will be in operation.

*16/11/1911 Rideau Record Smiths Falls*

That Divisional Point

An item has appeared in some papers of late stating that the story to the effect that the Canadian Northern Railway had bought up a large tract of land in the vicinity of Ottawa for the purpose of erecting big shops near Hog's Back was untrue. The Ottawa Free Press in which the story of the purchase first appeared states authoritatively that the land was purchased by the C.N.R. And in proof of the statement it produced letters from some of the farmers who sold their land stating that they had received cheques for the same signed by Mackenzie and Mann. The cheque received by one farmer was for something over \$28,000. The Record has no way of finding the truth of the matter but time will tell. If it is not true there is a good chance of Smiths Falls being made a divisional point. The company has purchased a large tract of land here and can get plenty more adjoining the right of way very cheap.

*21/11/1911 Rideau Record Beachburg Rideau River Hogs back*

Main News

Work on the construction of the CNR Bridge to span the Rideau River at Hogs Back was commenced on Thursday and will be completed early in the spring. The bridge will be 400 feet long and about 30 feet wide. Double tracks will be laid from Rideau Junction to the CNR station in Ottawa.

*23/11/1911 Ottawa Journal Chaudiere Bridge Street*

A collision occurred yesterday early, when an electric car in charge of Motorman Fournier crashed into a train that was standing on Booth's crossing near Bridge Street.

It appears there were no lights on the train, or anything to indicate that the road was blocked.

*24/11/1911 Eastern Ontario Review Montreal and Ottawa Alfred*

C.P.R. May Buy

Ottawa, Ont. Nov. 10. The Canadian Pacific Railway Co. has opened negotiations with the Mines Branch of the Government to purchase its entire peat plant at Alfred, Ont. The company desires to continue the industry on commercial lines, and supply the City of Montreal in particular with peat fuel. It regards the success of the Government experiments as incontrovertible proof that peat production in Canada has now become a commercial enterprise of much importance.

*24/11/1911 Eastern Ontario Review Vankleek Dalkeith*

Dalkeith. Another carload of livestock was shipped on Monday by Messrs. Sabourin and Theorest.

*27/11/1911 Ottawa Journal Alexandria Ottawa Union*

Central station opening at Xmas.

The general appearance of the new Central station is rapidly assuming a different aspect. The marble work which was completed some time ago is now being treated with an acid for cleaning it and the work already cleaned has a fine appearance.

Work in connection with the ticket office is also receiving attention. This is to be fitted up inside with red oak woodwork. There are to be six wickets for the sale of tickets. So far nothing can be learned about the division of the office, and as there is no partition specified in the plan of it, it is likely that the directors of the Grand Trunk and the C.P.R. will have to call a meeting to decide which part of the office each will occupy.

The mammoth refrigerator, which has taken six weeks to install, was tested with a "water test" this week and worked very satisfactorily. The artificial ice plant to work this huge ice box has not yet arrived from the manufacturers in New York, nor is it likely to arrive before the first of the year. Meanwhile, should the restaurant open and require the use of the refrigerator, the ordinary ice will be used. The kitchen department is being rushed and will be ready for the opening of the new station. In the restaurant, which is situated to the left of the rear entrance, there will be the most improved appliances. All the cooking will be done on the second floor, and the food sent down by means of a "dumb waiter," which will be operated by electricity.

The train shed is also being rapidly erected and will have a fine appearance when completed. The section closest to the annex is nearly completed and will be used as soon as the roof is put on. The shed is all of steel and will have a fireproof glass top. The contractors are trying to have either station open for Xmas and should succeed, as all the work is now well under way.

*27/11/1911 Ottawa Journal Canadian Pacific C.W. Spencer*

The funeral of C.W. Spencer took place in Montreal on Saturday.

The C.N.R. will make application to the Railway Commission on December 5 for authority to cross the C.P.R. tracks near Chaudiere Junction on hand signal until July 31, 1912. After that date the C.N.R. may apply for permission to install an interlocking plant.

The object of the C.N.R. in wanting to cross the C.P.R. at the point in question is to facilitate the construction of the line to Toronto from Ottawa. Chaudiere Junction is half way between Billings Bridge and Hogs Back.

The C.N.R. want an extension of time to install an interlocker at the G.T.R. and C.P.R. crossing near the entrance to Ottawa.

The Board ordered the installation some time ago.

28/11/1911 *Rideau Record**Smiths Falls*

## Mystery Cleared Up

The mystery surrounding the death of James Smith the young CNR employee who was found dead near Dwyer's Hill a few days ago, was cleared up at the inquest on Thursday. When the jury after a searching inquiry decided that his untimely and tragic death was due to exposure to a fierce storm, which raged that night. The sad details of this case were given in Thursday's record. The most important evidence at the inquest was that given by John O'Connell, Smiths companion on the night of the tragedy. He told of drinking with Smith. It was storming fiercely and they lost each other in the darkness. There were no marks on the body if foul play and the jury decided that death was due to exposure to the severe weather.

28/11/1911 *Rideau Record**Smiths Falls*

## Found Dead Young Man's Body Found by Roadside - His Death A Mystery.

Near Dwyre Hill on the section of the Canadian Northern Railway line out of Smiths Falls, the dead body of James Smith, a member of the construction camp was found on the highway last Saturday about two acres from the little home in which he lived. There are circumstances in connection with the case, which indicate that the unfortunate young man may have met with foul play.

Young Smith was well known throughout that district where he had spent the greater part of his life and residents there are demanding that the mystery of his death be cleared up. James Smith was one of the three sons of an aged widowed mother and it was upon him that she depended most of all for a livelihood. Friday night last John O'Connell, a farmer who lives about three miles further on the Ashton road, called at Smith's house. He was, according to conflicting reports under the influence of liquor, and asked that Smith should come out and show him his way home. It was then about eight o'clock, very dark and a snowstorm was threatening. Smith consented to show O'Connell his way and the two left the house together.

## Returned Alone

One hour later O'Connell returned alone. Again he asked that he be shown his way and when in turn he asked as to the whereabouts of Smith he replied that he did not know. "I left him", he replied, "up there on the road".

## The Body Discovered

Five hours later the lifeless body of the man was discovered lying near the roadside scarcely two acres from his house. Jack O'Connell, a son of the man, who was the last to see Smith alive, was the discoverer.

## Mute Story of Tragic End

Whatever the circumstances of Smith's death, his surroundings showed that he had made a desperate struggle for life. And that the end had only come at an early hour in the morning, and then too, within a stone's throw of his chum's camp and easily within hearing had he attempted to cry out. A thicket of spruce and firs secludes the lonely little road and the crust of snow broken and tramped mutely told the story of the young man's tragic end. Smith was only 30 years of age, strong, robust and in the best of health and spirits, when he left the house, according to the most reliable information, in the company of O'Connell. He was never seen alive after that. Fifteen hours later he was found dead. That the unfortunate young man was drinking there is no doubt. Whether it alone, was responsible for his untimely end is for the authorities, to decide.

## Was he Poisoned?

The theory that the liquor, which he drank, contained poison is advanced, but it is considered doubtful if this can be proven. O'Connell who was last in Smith's company, is somewhat hazy as to where or in what condition he left him. He tells his story straightforwardly however and not the slightest suspicion is attached to his name. He feels his position keenly. He will undoubtedly be the chief witness in the inquiry.

28/11/1911 *Ottawa Journal**Hull Electric**Chateau Laurier*

The new tunnel underneath the structure where the Aylmer cars will turn, is nearly completed, and will, when in operation, do away with a large amount of confusion. The car coming in will stop to allow its passengers to alight and will then proceed through the tunnel to come out on the outgoing track. Steps will connect the platform below with the top of the Plaza thus passengers on arrival will be afforded practically a perfect connection between the two electric roads.

30/11/1911 *Rideau Record**Smiths Falls*

## Main News

At Brockville police court on Tuesday Hart & Stewart, CNR contractors at Portland were found guilty of selling liquor or allowing it to be sold on a house leased by there near that village for the occupation of the navvie employed by them. They were fined \$200 and \$10 costs. Robert Scott a blacksmith of Portland accused of the same offered contributed \$110 and costs.

## Monteque Council

J. H. Lumsden - Jas. Buchanan thinks the reeve and Jas. Chalmers to be committee with full power to take whatever steps they think necessary to compel the CNR Co. to provide proper road for the public in place of the Beckwith road without delay.

05/12/1911 *Rideau Record**Beachburg**Rideau Junction Hogs back*

## Buying More Land

Messers Mackenzie and Mann has just made another big purchase of land at Hogs Back. The property adjoined that already owned by the C.N.R. in that district, where it is proposed to erect car shops, roundhouses and other buildings. It is stated that the CNR interest in that locality now totals 700 acres. It is understood that the company has an option on 300 more acres there, which they intend to take over shortly. The price paid for the 129 acres purchased last week was \$25,000.

06/12/1911 *Ottawa Journal**Alexandria**Ottawa Union*

C.P.R. and G.T.R. reach agreement on use if Union station.

07/12/1911 *Rideau Record**Smiths Falls*

## Wanted

At once a maid for general housework. Apply to Mrs. Rene Girouard, McEwen Avenue.

## Main News

Martin Long and John Dorthy, two CNR construction laborers at Portland went to Brockville on Monday and that night engaged a single room in one of the hotels there. When Long awakened the following morning, Dorthy was missing also \$70 of his money. The police was notified and Dorthy was arrested at Montreal. He was brought back to Brockville for trial.

**07/12/1911    The Equity, Shawville    Waltham**

A steam shovel has been operating at Wallace's Cut for some time loading gravel trains which have been hauling to the neighbourhood of Hull. The ditching of a portion of a gravel train about a mile below McKee station on Saturday morning demoralized the train service for the day. The mixed train from Ottawa due here at 10.30 in the morning, stopped at Quyon, and some of the passengers came through afterwards in the van of the gravel train operating west of the run off. The evening express was also delayed for several hours, owing to the time taken in clearing the track. The run off, it is said, was caused by maintaining too high speed while rounding a curve.

**08/12/1911    Eastern Ontario Review    Vankleek    Dalkeith**

Dalkeith. A remarkably large number of cattle are being shipped from here at present.. Two more car-loads were shipped last week, one on Monday by Mr. Deguire and one on Saturday by Messrs. Theoret and Sabourin.

**09/12/1911    Ottawa Journal    Beachburg**

The contract for the last link of the eastern section of the Canadian Northern Transcontinental Railway between Ottawa and Pembroke, a distance of about 90 miles, has been awarded to Mr. J.P. Mullarkey, of Montreal.  
Description of the line.

**14/12/1911    Rideau Record    Beachburg**

Contract Let - For Another Link in the Eastern Section of the C.N.R.  
The contract for the last link of the eastern section of the Canadian Northern Transcontinental Railway between Ottawa and Pembroke, a distance of about 90 miles, has been awarded to J.P. Mullarkey, of Montreal.  
The new line passes through Nepean, South March, Carp, Torbolton and Fitzroy harbor thence across the Ottawa river, about one mile above the mile famous "Chats Falls", thence through Bristol, Clarendon and Portage du Fort where the Ottawa river is again crossed, thence through Foresters Falls, Beachburg, Westmeath and Pembroke. The line will open up and develop a territory both in Ontario and Quebec greatly in need of railway communication. The bridge across the Ottawa River at Fitzroy harbor and Portage du Fort will be constructed during the present winter and the grading commenced early next year. Construction on the Sydenham - Smiths Falls - Ottawa section is progressing satisfactory and will be completed next fall. The Hawkesbury - Montreal line will also be finished next fall and then the Canadian Northern will have a through line between Quebec, Montreal, Ottawa and Toronto.

**15/12/1911    Ottawa Journal    Westport    Delta**

From yesterday afternoon until tonight traffic was suspended on the Brockville and Westport Railway by an accident which occurred to the westbound express two miles from Delta. The spreading of the rails caused the engine and the baggage coach to derail and to go into the ditch, the crew and the passengers escaping injuries beyond a general shaking up.  
The train was running at good speed when the accident happened and that there was not some loss of life is miraculous as the passenger list is unusually heavy on the western trip returning from Brockville.

**15/12/1911    Ottawa Journal    Westport**

In the sale by auction at Osgoode hall this morning of the Brockville and Westport Railway, R.P. Ormsby, secretary for MacKenzie and Mann, was the purchaser and the price \$250,000. The road is 44 miles long and MacKenzie and Mann are holders of its bonds to the amount of \$422,000.

**15/12/1911    Eastern Ontario Review    Vankleek    Dalkeith**

Dalkeith. Messrs Sabourin and Theoret shipped another large carload of cattle to Montreal on Tuesday.

**20/12/1911    Ottawa Journal    Chalk River    Carleton Place**

Everything is again in working order at the C.P.R. shops here which were shut down for a couple of days last week as a result of a fire on Tuesday evening when the roof of the running shed of the roundhouse was destroyed by fire and four locomotives partially disabled. The steam pipes from the boiler to the engine of the shops were right in the heart of the fire, and being destroyed, put the engine out of business, and consequently made it necessary to close the shops a couple of days leaving 150 men out of work. The total amount of damage done won't amount to more than \$7,000 or \$8,000 at the outside.  
It is expected that the roof of the running shed will soon be repaired as the stone walls of the building are just as good as ever.

**22/12/1911    Eganville Leader    Beachburg**

Construction on the Ottawa-Pembroke branch of the transcontinental C.N.R. line will commence within a month's time. The statement was made by Mr. J. P. Mullarkey, who was some months ago awarded the contract for this part of the line.  
The construction of the road from Ottawa to Pembroke will involve the construction of two of the biggest railway bridges that have been built around the Capital for some time. One above Chats Falls across the Ottawa River will be a bridge of some twenty spans while another, where the steel crosses the river at Portage du Fort, will also be a big structure. The combined cost will be in the hundred thousands.  
The distance from Ottawa to Pembroke by the C.N.R. will be about 92 miles shorter than that along the route of any other road. It is supposed to be ready for traffic by 1913, but Mr. Mullarkey hopes to finish it by the end of next year.

**28/12/1911    Rideau Record    Smiths Falls    Portland**

Will Build Hotel  
The Ottawa agent of the C.N.R. says that the company is planning to build a summer hotel if about the same size as the Royal Muskoka at Muskoka near Portland next season. He also stated that a boat service of its own of the convenience of summer resorters will probably (?) be maintained by the railway.

**28/12/1911    The Equity, Shawville    Waltham**

The steam shovel which has been operating at Wallace's cut for several weeks, taking out gravel for the Hull Electric railway, ceased work and was taken east on Wednesday last.  
An additional freight train has been in commission on the Pontiac line for some days past, owing to the large amount of hay and other heavy freight that has had to be moved.