

Local Railway Items from Area Papers - 1912

02/01/1912 Rideau Record Smiths Falls

Main News

It is stated that the C.N.R. will takeover the Bay of Quinte road in January of February and those extensive improvements will be inaugurated upon the road. Kingston it is said to be made a terminal point of considerable importance.

04/01/1912 Ottawa Journal Prescott

Account of the hearing about poor service on the Prescott line.

05/01/1912 Ottawa Journal Beachburg Rideau Junction

Work stopped on Metcalfe road bridge pending decision of the Board of Railway Commissioners with regard to widening of the road. More.

05/01/1912 Ottawa Journal Alexandria Ottawa Union

Two steel workers injured during construction of the train shed. More.

10/01/1912 Ottawa Journal Prescott

Order to be issued today by Board - C.P.R. to improve service on line. Article.

11/01/1912 Kemptville Weekly Advance Kingston (CN) Cardinal

Brakeman Bradley Killed at Cardinal

Struck by Flat Car Sunday Evening, and Died; Instantly .

A fatal accident occurred about 9.40 o'clock Sunday evening on the G.T.R. at Cardinal when Brakeman Munro Bradley of Montreal lost his life. It appears a westbound freight train had stopped there to drop a certain number of cars on the siding. The conductor, who was operating the switch, threw it over when two cars had passed him. In the darkness he did not observe that a flat car, containing an oil tank, followed closely. Of course it was derailed, as were three others behind it. Bradley, it appears, was standing to one side of the switch when the accident occurred and unfortunately was caught in the wreckage, sustaining injuries about the head which caused instant death.

The Brockville auxilliary was called to the scene of the disaster and in a short time had righted matters.

The train was in charge of conductor Haggerty of Montreal and Engineer Berard, also of that city.

Brakesman Bradley had figured in several other accidents while being employed in that capacity. On October 29, 1909, he was severely scalded at Riviere Baudette, when, it will be remembered, Engineer Arthur Bramley was so severely injured. It was feared that Bradley would lose his life, as his face, arms and chest were so badly scalded by the boiler explosion. He recovered but was unable to work during the winter of 1909. Bradley had no regular run, being on the spare list. He was well liked by the railroad men generally and they, with his widow and two small children resided in Montreal, mourn his passing

11/01/1912 Morrisburg Leader Kingston (CN) Cardinal

Killed at Cardinal

Brakeman Bradley, of Montreal, loses his life - struck by a flat car which was derailed at a cross-over switch in peculiar manner - death was instantaneous

(Monday's Brockville Times)

A fatal accident occurred about 9.40 o'clock last evening on the G.T.R. at Cardinal, when Brakeman Munro Bradley, of Montreal, lost his life, It appears a westbound freight train had stopped there to drop a certain number of cars on the siding. The conductor, who was operating the switch threw it over when two cars had passed him. In the darkness he did not observe that a flat car, containing an oil tank followed closely. Of course it was derailed, as were also three others behind it. Bradley, it appears, was standing to one side of the switch when the accident occurred and unfortunately was caught in the wreckage sustaining injuries about the head which caused instant death.

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11/01/1912 Rideau Record Smiths Falls

Mr. Albert Lucas was brought to the hospital on Sunday suffering from blood poisoning. He is employed on the CNR construction and while at work there last week was accidentally struck on the head with a crowbar. A severe gash was inflicted and later blood poison developed in the wound. He was in a dangerous position for some days but is now much better.

12/01/1912 Ottawa Journal Ottawa Terminal

C.P.R. asked to file plans for tunnel with Minister of transport.

12/01/1912 Ottawa Journal Beachburg Billings Bridge

The railway commissioners must now decide the dispute between the Canadian Northern Railway and the council of South Gloucester township in connection with the bridge the company was building at Billings Bridge.

Some time ago the council stopped the work for the reason that the roadway would not be wide enough and instead of using the 40 feet which the company had secured the council is trying to compel them to use 66 feet.

The railway company, on the other hand, claim that they are already under considerable expense for the work done and that to make another start would mean a greater loss.

It is not yet quite settled whether the city will insist on an even greater width still, 80 feet, and in such cases Judge Maybee has intimated the city will have to bear the additional cost entailed by the 80 feet width. But Judge Maybee has also intimated to the railway company will be ordered to make the viaduct the full width of the roadway, 66 feet.

No formal order of the Railway Board has yet been made as the secretary, Mr. A.D. Cartwright, understands that it awaits a resolution from the city council.

At all events, the width of the viaduct will be not less than 66 feet.

17/01/1912 Ottawa Journal Alexandria Ottawa Union

Delay in the opening of the new station. Opening certain within the next two months. Delay in delivery of materials. More.

18/01/1912 Ottawa Journal

Ottawa Terminal

No decision by Canadian Northern about location of shops or uptown station. --

18/01/1912 Ottawa Journal

Carleton Place

Westboro

Racing for two miles and one half in front of a C.P.R. express train, a valuable team of horses belonging to Mr. A. Whitehorse of Westboro, narrowly escaped being killed.

On reaching the railroad crossing at Main street, Westboro, the steeds turned and ran west along the railway. An express train, also going west, came along a short time afterward. This served to further frighten the animals who put forth the effort of their lives to escape being run down by the locomotive.

Fortunately the engineer of the express noticed the horses on the track and slackened the speed of his train.

On reaching McGee's farm near Britannia, one of the horses ran into a gateway, and the other continued to Britannia crossing, where it left the track and ran into a stable.

19/01/1912 Renfrew Mercury

Beachburg

Pembroke

Pembroke council will try to get the C.N.R. to bring its station into town. As now laid out on the plan, The Observer says: the profile of the projected C.N.O. Ry. as presented to council at last Monday's meeting shows the line as crossing the C.P.R. About five and a half miles east of the town, near the Government road crossing, and coming up through Mr. P. White's farm, skirting the town limits, with the station probably at the other side of the Indian river bridge. A profile such as this allows for a deviation half a mile either way, and it is not considered at all likely that the company proposes going that far away from the business centre of the town. The company claims that in coming to Pembroke at all an expensive deviation from the line at first proposed is being made. In view of this it may be taken for granted that it is not the intention of the company to put the railway out of reach of the freight and passenger traffic of a town served, as Pembroke is, by two existing railways. The Observer understands that the C.P.R. is renewing its efforts to secure a site for a more centrally located freight shed while the Grand Trunk has plans under way for extensive improvements to its yard and, station accommodation and terminal facilities here. Shrewd businessmen like MacKenzie and Mann are not going to spend money in a costly deviation of their line, and then remain where they can hope for little or no business from the town to reach which they undertook this heavy additional expenditure. A change in the C.N.R.'s plans as they regard Pembroke is due before long.

20/01/1912 Ottawa Journal

Central of Canada

Montreal

It was announced last night that preparations were complete for the building of the Central Railway of Canada and that the first section from Montreal to Ottawa would be completed at the end of the present year while the further portion from Ottawa to Georgian Bay will be built shortly thereafter.

It is expected that the terminus will be the Grand Trunk Railway new Bonaventure station.

25/01/1912 Ottawa Journal

Central of Canada

Within two years another railway line will have been constructed into Ottawa. The Central Railway Company of Canada have granted to Messrs. C.J. Willis and Sons of London, England, the well known firm of English contractors, the contract to construct a double track line between Ottawa and Montreal, the first section of the new road which the Central Railway proposes building between Montreal and Midland, Ont., a town on Georgian Bay. The whole line, when completed, will be 430 miles long, and will likely be constructed by Messrs. Willis and Sons. The ties for the new road have been purchased and tenders have been called for the steel. Work will start on the Ottawa Montreal section in the spring. According to Mr. D. Lyall, M. Inst. C.E., the Montreal representative of Willis and Sons, the contractors have as yet gone no further in choosing a route of the new line than to take a number of surveys.

Where the new line would enter Ottawa, Mr. Lyall was unable to say. According to the original plans of the railway, it was intended to follow a line similar to the line now being followed by the Canadian Northern route between the Ottawa River and Montreal, but now, owing the Canadian northern having taken this line, the Central Railway is looking for a new line which would enable them to open up a new part of the country. Mr. Lyall said in connection with the railway entrance to Montreal that two plans were being considered. Either the railway would enter the city over the Grand Trunk lines or construct lines of their own in the eastern portion of the city. Which plan would finally be decided upon he could not say.

The new line from Montreal to Midland, only part of which will be built at the present time, that between Montreal and Ottawa via Hawkesbury, according to Mr. Lyall, was designed as a grain line and the promoters of the company believed, that although the both Grand Trunk and the C.P.R. ran into Midland, that the future requirements of the grain traffic justified the building of another line between Midland and Montreal.

The Central Railway Company of Canada is capitalized at one million pounds sterling and lately floated sufficient bonds on the English market to construct a new line between Montreal and Ottawa.

Mr. Lyall denied that the railway had yet purchased any right of way. That would not come until the line of the route was finally decided upon.

26/01/1912 Eastern Ontario Review

Central of Canada

According to statements now issued preparations for the completion of the Central Railway of Canada have been reached, and this year will see the first section between Montreal and Ottawa, and the further portion of the road to Georgian Bay commenced.

31/01/1912 Ottawa Journal

Hull Electric

Hull

Wagon Ties Up cars

The Aylmer service of the Hull Electric Company was completely tied up for an hour yesterday afternoon, between three and four o'clock.

According to an irritated passenger the last car left Ottawa about three o'clock, and the next Aylmer is positively known not to have left Ottawa for Aylmer till after four. Meanwhile some thirty odd passengers were forced to wait in the waiting room and along the station platform and listen to the sweet music of the blasting operations at the new Plaza.

The cause of all this annoyance, was the breaking of a tongue in one of the sleighs loaded with wet pulp, belonging to the E.B. Eddy Company, on Main street, Hull.

A new tongue had to be secured before the load of pulp could be moved off of the car track

Electric Railway Route Defined.

Estimate. Given of Cost of Construction and Earnings Expected -

A meeting of the directors of the proposed Ottawa, Smiths Falls and Kingston Electric Railway was held in Kingston last week.

The object of the meeting was the subscription of stock in the proposed scheme in order to have the charter ratified next October and also to present an estimate of the cost of construction and the earning powers of such a railway.

It is necessary that \$250,000 worth of stock be subscribed by October, \$25,000 of it to be paid for in order that the charter be confirmed.

ESTIMATED COST.

The following were some estimated figures as quoted by U. L. Upson, Ottawa on behalf of the directors of the railway.

Cost of Northern Division, Smiths Falls to Ottawa. Preliminary expenses \$10,000; right of way, \$20,000, construction of 47 miles, \$410,000, supervision, engineering and legal advice, \$21,500; equipment, \$18,000, total \$479,500

Southern Division from Kingston to Smiths Falls, Construction of 60 miles at \$10,000 per mile, as in Northern Division \$900,000; extra bridges excavations etc. \$115,000; extra equipment \$150,000; right of way \$25,000; total \$469,000.

Total cost of both divisions (105 miles) \$1,404,000.

Average cost per mile \$13,371.48

ESTIMATED EARNINGS

The following were some of the figures presented as to the earning power of the Northern Division of the proposed railway:

Population served 106,800

Multiply by 3 - 320,400

Average each in fares, 40c.

Passenger earnings, \$128,100.

Mail, express and milk, \$8,000.

Freight, \$24,000.

Total, \$160,160.00

Deduct operating expenses, 60 p. c., \$96,096.

Surplus earnings over operating expenses, \$64,064.

Mr. Upson stated that the estimate of the probable earnings between Kingston and Smiths Falls had not yet been completed, but that it was safe to assume that they would be as great if not greater proportionately than those of the Northern Division.

AMUSEMENT RESORTS

It was the intention of the directors, said Mr. Upson to establish amusement resorts and public parks at various points along the Rideau River and Lakes.

ROUTE

This line in its 105 miles would pass through or near the following cities, towns and villages: Ottawa, Merivale, Jackvale [sic], Manotick, North Gower, Carsonby, Kars, Osgoode, Kemptville, Beckett's Landing, Burrit's Rapids, Andrews ville, Merrickville, Smiths Falls, Lombardy, Portland, Forfar, Westport, Elgin, Morton, Lydhurst [sic], Seelys Bay, Brewers Mills, Washburd, Joyceville, Kingston Mills and Kingston.

CHANGE OF NAME

It was also suggested by Mr. Upson that the name of the railway be changed. from the Ottawa, Smiths Falls and Kingston Electric Railway to that of the Ottawa, Rideau Lakes & Kingston Electric Railway. The object of this would be to more easily advertise the route for the American tourist traffic.

02/02/1912 *Eastern Ontario Review* Cornwall

A Glengarry Railway

Toronto Jan. 29 - The Glengarry and Stormont Railway Company has made a petition to the Ontario legislature for the right to construct a line from the C.P.R. in Lancaster township, Glengarry county, south west to a point at or near the St. Lawrence river in the township of Charlottetown and west through the town of Cornwall in Stormont county to be operated by steam or electricity or otherwise, and with the right to connect other lines in the neighborhood.

06/02/1912 *Rideau Record* Smiths Falls Dwyer Hill

The Marlborough Township council has just approved of the C.N.R. selection of a station site at Dwyer Hill.

07/02/1912 *Ottawa Journal* Alexandria Ottawa Union

CPR to pay higher rates

Old agreement at Central Station is dead.

Railway commission give decision on vexed question yesterday - basis of rates to be paid GTR will be fixed next month.

What amount the CPR shall pay the Grand Trunk for part use and privileges at the Central Station is still undecided. Yesterday afternoon the railway commission heard a volume of arguments from both sides, and decided to adjourn the case until March 6th to fix a schedule of new rates the CPR shall pay. It was decided the CPR cannot any longer enjoy the present agreement with the GTR.

The chief officials of both companies were present at the hearing. President Charles M. Haye, of the Grand Trunk, acted as prompter to W. H. Biggar, K. C., solicitor for the Grand Trunk, while Mr D. McNicol, vice president of the C. P. R., was ready with facts and figures for Mr. C. W. Beatty, the general solicitor for the CPR.

The CPR ask the board to fix the terms and conditions by which the Central Station can be used. Mr. W. H. Biggar, KC, gave a history of the property. He said under a former agreement the government made with the Canada Atlantic, the land on which the Central Station now stands and for nearly a mile south, measuring in width about 150 feet wide on the east side of the Rideau Canal, all owned by government, was leased to the C. A. R., for a moderate price on condition that all other railroad companies desiring to enter the station be given reasonable consideration. The terms and rates now being enjoyed by the C.P.R. were fixed by the late chief commissioner Killam.

In 1905 the Grand Trunk bought the Canada Atlantic Road and in 1907 obtained from the government what is practically a perpetual lease on the property in question on payment of \$80,000. A yearly rental was also fixed. This agreement was a new one entirely, and Mr. Biggar claimed the Grand Trunk practically owns the property. The CPR ought to pay more for the use of the station than they do now. At present they still pay the rate fixed according to the agreement made with the Canada Atlantic, which is \$6,000 for the use of the through line. By using the line through the Central Station the CPR, saved two miles. Mr. Biggar explained that according to the newspapers the proposed to tunnel under the Rideau Canal would save the CPR two miles on the road to Montreal, and also save \$50,000, whereas the GTR is saving the CPR 2 miles and only getting \$6,000 for doing so. Last year the CPR ran 20,000 flat cars through and only paid \$0.30 per car. At North Bay the CPR charge the T & N O \$0.50 per car.

Mr. Beatty said Mr. Haye offered the use of the station to the CPR since the 1907 agreement at a rental based on the value of the property as railroad property, irrespective of what the Grand Trunk paid.

The judgement by the majority of the Commissioners was that the agreement the government made with the Canada Atlantic was dead. The CPR must now enter as any other road would have to, and that is, under a new basis of terms and rates.

Commissioner D'Arcy Scott, in a minority judgment, ruled that the CPR should pay on a basis of cost and not evaluation.

Struck Work

About a dozen Austrians became dissatisfied about their pay on a CNR contract ten or twelve miles east of Smiths Falls and struck work yesterday. They came to town and laid a complaint with the magistrate. The BookKeeper was sent for, the men's time was checked and they got their money and went away.

A Still Fine

Wellington Mattice a resident of South Crosby, sent in a plea of guilty to the police magistrate at Brockville on Tuesday morning of a charge of selling liquor without a license to members of the CNR construction gangs. A fine of \$100 with \$9.27 was levied and paid.

09/02/1912 Eastern Ontario Review

Vankleek

Dalkeith

Dalkeith. There was a tie-up on the G.T.R. here for a while on Friday last. In the morning a freight engine was damaged, and in consequence the passenger was almost two hours late in leaving here. It was late again in the evening, owing to some of the rails being spread.

09/02/1912 Ottawa Journal

Beachburg

Billings Bridge

It is likely the C.N.R. viaduct to be built near Billings Bridge will be only 44 feet wide. The city solicitor reported to the board of control yesterday that the Railway Commission was giving an order for a 44 foot viaduct as the authorities of the township principally concerned had intimated to the commission that the 44 foot width was satisfactory to them.

The commissioners will however give the city ten days in which to notify them that it is willing to have the viaduct made wider and pay the extra cost.

This would be about \$15,000 and Controller McClenaghan and others yesterday came to the conclusion when the township authorities were not specially interested the city council representatives would hardly be justified in spending \$15,000 of the ratepayers' money on an improvement beyond the city limits.

It looks now as if the viaduct will be a 44 foot one.

09/02/1912 Perth Courier

Beachburg

Canadian Northern Railway

John Brennan, of Arnprior, has secured the contract of building the two immense bridges of the CNR at Fitzroy Harbor and Portage du Fort and all the right of way on the Quebec side between the two places. He will have associated with him in the work, James McDonald of Smiths Falls.

13/02/1912 Rideau Record

Smiths Falls

Shower of Stones

Miss Hazel Shields, a student at the collegiate had a narrow escape from injury on Friday afternoon. She was from school with a number of other students had reached the head of Elmsley street when a blast was put off on the CNR construction west of the hospital. A shower of stones was sent up in the air in all directions and one good size one traveling further than any other alighted in the folds of a fur scarf, which Miss Shields had thrown about her neck. Fortunately it did not strike her but landed squarely in the fur. It gave her a fright but Miss Shields considers she had a fortunate escape from serious injury.

Rideau Record?

Pinned Under Boulder

Mr. Daniel McDonald of Perth was brought to St. Francis Hospital here on Wednesday night suffering from a very serious accident, which he had met with that day. Mr. McDonald was working on the C.N.R. construction near Portland and was preparing a blast when a huge boulder from an embankment above toppled over on him. He could not extricate himself from beneath it and was powerless to move until some of his fellow-workmen came to his assistance. When Mr. McDonald was rescued from his painful position it was found he was very badly injured. Mr. Henniger, the contractor brought him to the hospital here in his automobile and a physician from Elgin accompanied him. His collarbone was broken and there were cuts on his head and face. In spite of serious nature of his injuries he is making a good recovery.

15/02/1912 The Equity, Shawville

Beachburg

When the Canadian Northern Railway is constructed along the front of Clarendon it is said that some of the farmers down there are going to have more railway than they actually need as several houses and barns are directly in the line of the proposed track, and will have to come down. How different when our own P.P.J. was under construction. Then it became quite an easy matter to dodge a pine stump when it obstructed the way, and from the character of the road after it was first built, these obstructions must have been numerous.

15/02/1912 Merrickville Star-Chronicle

Kingston (CN)

Cornwall

The International Limited, the G.T.R.'s crack train, was derailed near Cornwall last Saturday while running at a speed of sixty miles an hour. No one was injured.

15/02/1912 Merrickville Star-Chronicle

Winchester

Merrickville

Demonstration Train Coming to Merrickville.

The Ontario Department of Agriculture has arranged for the special demonstration train in the interest of better farming, to start out about February 23th, under the direction of Mr. G. A. Putnam, superintendent of Farmer's and Womens' Institutes. The train will be on the road until March 18th, and will be made up of nine cars, some fitted up as lecture coaches, and strative [sic] material. Twelve or fourteen lecturers will be in attendance throughout the trip.

This train will be in Merrickville on Friday, March 15th, between 9 a. m. and 11:30 a. m. Everyone should visit it.

15/02/1912 Morrisburg Leader

Winchester

The C.P.R. agricultural instruction train will be at Mountain station on Friday, March 15th, from 1 p.m. to 3.30 p.m., and at Winchester from 4 to 6.30 the same day, and at Finch from 9 a.m. to 11.30 a.m., on Saturday March 16th, and Apple Hill from 1 p.m. to 3.30 p.m. the same day

16/02/1912 Arnprior Chronicle

Chalk River

Arnprior

Arnprior Chronicle 16 February 1912. The agreement between the town and the C.P.R. regarding the supply of water for the company's locomotives was read and on motion of Dr. Cranston a bylaw was passed ratifying the agreement and authorizing the fixing of the corporate seal thereto.

24/02/1912 Ottawa Journal

Ottawa Terminal

Kent street C.P.R. Depot with tunnel tracks? Article.

29/02/1912 The Equity, Shawville

Hull Electric

Victoria Park

Another action for damages arising out of the collapse of the Hull Electric Company's wharf at Aylmer last summer was recently taken in the Hull Superior Court by Mr. Geo. C. Wright acting for Mr. D.B. MacLaren, of Dirleton, Torbolton township. The action arises through the death of Mrs. MacLaren through an illness alleged to have been caused by being thrown into the water by the collapse of the wharf. The amount of damages claimed are \$25,000.

29/02/1912 *The Equity, Shawville* *Beachburg*

The Fitzroy Harbor correspondent of the *Carp Review* last week said: The local officials employed by the C.N.R. are making purchases of land on the route surveyed for their new line, and are very busy with these preliminary operations.--

02/03/1912 *Ottawa Journal* *Beachburg*

As soon as the snow clears off the ground an army of men will begin to rush construction of the C.N.R. road to Pembroke, which is the first link of the C.N.R. line between Ottawa and North Bay.

This information is learned from Mr. J.P. Mullarky, who is at the Russell, the contractor for the road. He has all the supplies ready and when he makes a start it will be a comparatively few months before the road is finished.

Early this fall the C.N.R. road from Hawkesbury to Montreal will be open for traffic. This will make a through Canadian Northern line from Ottawa to Montreal. The road from Ottawa to Hawkesbury is already in operation.

08/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Full account of wreck of Pontiac train in which five killed and 17-20 injured. Hit by a work train. Pontiac train was backing into Ottawa--just as it was rounding the curve near the steel bridge over which the Hull Electric cars go --Pontiac express--

Warrant issued for the operator--

Freight train consisted of engine 488 and two flat cars 30401 and 34189 loaded with logs and a heavy steel coal car 54358 and a caboose. The freight train in question leaves Ottawa every day for Hull with coal, logs and other material.

Passenger train consisted of engine, tender, second class coach 1937 and first class car 507.

RAILWAY COMPANY BLAME OPERATOR FOR FATAL WRECK ON PONTIAC LINE Five Killed and Eleven Injured Near Hull Yesterday When Working Train Ran Into Rear of Waltham Passenger Coaches,
Harvey Boal, Operator at Hull Station Apparently Has Fled. C.P.R. Will Hold Thorough Investigation Today;
Inquest Opened and Adjourned Till Wednesday.

Exerpts

Five persons were killed and about 13 Injured in a rear end collision on th C.P.R.. Pontiac line between Hull station and the Union station, Ottawa, about 9:35 yesterday morning. A work freight train going to Hull ran into the Pontiac passenger train, which was backing into Ottawa. There were 32 passengers in the two cars which were completely telescoped by the impact.

The cause of the accident is given as the failure of the operator at the Hull station to give to the conductor on the passenger train orders he had received to hold the train at Hull while freight work train arrived from Ottawa.

Of the injured three of them are in a serious condition, one having internal injuries and two suffering from concussion of the brain.

How accident happened.

The passenger train had come from Waltham and as is the custom, at the Hull station was reversed to back into the Union Station. It left the Hull station at 9:22 and the accident happened a few minutes later just south of the overhead bridge where the Hull Electric Railway line crosses the CPR. track, and between the electric line and the Aylmer Road. The freight train was going from Ottawa to Hull to have some work done, Fred Cole being the engineer and William Short fireman. Both trains were traveling at a good rate of speed and there is a sharp curve just where the accident happened it was impossible for the crew of one train to see the other train till too late. The passenger train was composed of an engine, baggage car, second class passenger and first class passenger in the order named. In backing up the first class car was first and it was the car struck by the oncoming engine of the freight.

The impact caused the first class passenger to completely telescope the second-class car, and over one half of the latter being completely demolished. It was in this car that the dead were. The first class car above the trucks was practically intact with the exception of the seats which were nearly all torn off their fastenings and the vestibules which were demolished.

Statement issued.

An official statement issued last night by the C.P.R. places the full responsibility for the railway wreck yesterday on Harvey Boal, the telegraph operator at the Hull station. A statement was also issued as to the deaths, injured, persons and property loss resulting from this blunder. The dead are the same number as first thought, five. the clearing up of the debris revealed no more bodies. The list of injured is given as 11 several being in a serious condition.

Worked in Ottawa.

Harvey Bowl the C. P. R. Operator at the company's Hull Station, whose mistake is supposed to have been responsible for the accident was originally employed in the Great Northwestern Telegraph company's office here. He came to Ottawa from Almonte and accepted a position as telegraph operator this he later left to enter the service of the Canadian Pacific and about two years ago came to Hull from Pembroke and held his position there ever since.

Official report

Statement as to responsibility and the injured.

That the responsibility for the wreck lies with Harvey Boal, the company's operator at the Hull station, is the position taken by officials of the Canadian Pacific.

"Engine number 488, a transfer between Ottawa and Hull," said Mr. J.H. Boyle, assistant superintendent of the company, "was given an order with right over all trains at 9:11, an order good till 9:25 a. m. This order was sent out to the operator at Hull to be delivered to all trains moving in the opposite direction till number 488 arrived at Hull. Train 540, the passenger from Waltham arrived there at 9:20. The operator had the order which was wired, on his desk in front of him, when the train came in, but he made out a clearance stating that he had no orders for number 540 and allowing it to proceed. It went three quarters of a mile out when it met the other train on the way to Hull.

"Operator Boal is entirely responsible for the accident as he should have delivered the order to the conductor of 540 and held that train until 9:25."

"We are getting the men together for an investigation," declared superintendent H.B. Spencer, when seen, "we will hold it tomorrow if possible and sift the whole thing to the ground."

Hired Livery Rig

Operator apparently trying to leave country.

That the operator blamed for the wreck is trying to get out to the country is proven by statements made by a livery man in Hull and from a bank in Ottawa.

Around 10 in the morning, Mr. Pelletier of Meilleur and Pelletier, livery men, Bridge Street, Hull, states that a man answering Boal's description, came into the office in a state of great excitement. He had a pencil behind his ear and seemed to be in a great hurry and to be flustered. He told Mr Pelletier that he wanted a horse and driver to go to the Russell, in Ottawa. A horse was hitched for him and Mr Lacroix, an employee of the stable, was sent as driver. Neither horse nor driver have been seen since as far as is known in Hull or Ottawa.

It has been learned by the police that shortly after Boal went into the Bank of Ottawa and drew out the money he had on deposit there. The amount is not definitely announced, but it is said to have been about \$2,000.

On instructions from the Chief train dispatcher at Ottawa a warrant was issued shortly after the accident for the arrest of Boal. Police and detective

searched all over both cities without avail.

One rumor was that he had driven to relatives in Graham's Bay. Detective Culver drove out there and found that his friends that knew nothing of his whereabouts.

09/03/1912 Ottawa Journal Montreal and Ottawa Hull

Picture of the wreck. More stories.

11/03/1912 Ottawa Journal Lachute Hull

NEW STATION FOR HULL CITY

Talking of \$100,000 C. P. R. Depot.

New Station According to the Suggestion Might Be Placed In Eddy Park - Visitors Could Arrive on the Edge of Ottawa.

Hull may have a new hundred thousand dollar C. P. R. station at the corner of Bridge and Main streets, in the course of two years.

A resolution will be presented to the Hull Board of Trade tomorrow night by Ex-Alderman Joseph Gravelle, asking the board to approach the Hull city council with a view of allowing them to expropriate a strip of land on Main street, running from the corner of Bridge street to Brewery street, to build a large new station.

A portion of property in question is now known as Eddy Park. The corporation of Hull owns the land in question.

The scheme seems quite feasible as the C. P. R. own the Hull Electric road, and have double tracks from this source right into the proposed new station.

It was intimated this morning that the passengers would be brought into the new station, and transferred from there to Ottawa by the Hull electric cars. This would give visitors to the City of Ottawa an opportunity of arriving in the heart of this capital.

12/03/1912 Athens Reporter Westport

The worst storm in many years struck this place last Wednesday lasting until Thursday night, with hurricane force winds, snow and all roads were blocked. The B&W railway line was blocked until Saturday.

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

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

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

17/03/1912 Ottawa Journal Montreal and Ottawa Hull

Boal, operator at Hull arrested in Chicago - will be brought back. More.

19/03/1912 Ottawa Journal Belleville

Contract let for C.P.R. shore line between Agincourt and twenty miles west of Smiths Falls to Deeks and Hinds. More.

19/03/1912 Ottawa Journal Montreal and Ottawa Hull

Railway and Operator responsible for the wreck.

Jury blames C.P.R. primarily for fatalities at Hull

Boal had worked nearly nineteen hours.

Full account.

Jury found that the line clear system was not a safe one and recommended a "staff" system be installed.

21/03/1912 Kingston Weekly British W Ottawa and St. Lawrence Electric

To Have an Electric Line.

Ottawa, March 20. According to advices from Renfrew it is learned that, the Ottawa and St. Lawrence electric railway is likely to go by way of that town. The original plan of the road was direct to Morrisburg, to Brockville, and on to Perth, Lanark, Brightside, Waba, Braeside and Arnprior, and from there returning to Ottawa through Carleton county.

It is now stated, however, that the road will take a loop by way of Mount St. Patrick, Calabogie and Renfrew. It said that by taking this route the line will be able to take in the valuable mineral section of Brougham.

21/03/1912 Merrickville Star-Chronicle Winchester Merrickville

A TRAIN LOAD OF IDEAS.

The "Better Farming" Special Train Visits Merrickville.

In spite of the heavy snow storm, which commenced early in the morning, a goodly number of citizens from Merrickville and adjoining territory made their way to the C. P. R. station on Friday morning last to view the exhibits and hear the lectures on the "Better Farming" special train sent out jointly by the Ontario department of agriculture and the C.P.R. And everyone in attendance was fully repaid for braving the storm. The completeness of the exhibits could only be realized by viewing them. There were four baggage coaches containing these exhibits. The first had a good display of apples, and it was explained by the gentleman in charge that the reason why more fruit was not produced in this section at a profit was because the farmers would not give proper attention to the trees. The possibilities of fruit growing in this section are equal to that of the north shore of Lake Ontario and western Ontario if proper attention were given to it. Great interest was shown in the bee exhibit. Hives, appliances, honey and charts were shown in this connection.

The other coaches contained exhibits of diseases prevalent in horses and cattle; samples of grains, grasses, seeds and weed seeds, etc; dairying appliances, samples showing effects of dirt in milk; samples of cheese, butter, boxes, etc; various seeds: fertilisers; a demonstration of the various uses of cement; appliances for drainage; a good poultry display, and various other useful farming appliances.

There were three lecture cars, one being especially reserved for women and children. In this car lectures on poultry raising, bee keeping and growing of small fruits were given.

In the other cars lectures on timely topics were given. There were about fifteen lectures and demonstrations on the train and they made everything very interesting to all, and especially the children. The schools were all closed and the children went in a body to visit the train.

Taking it all in, the train left a great impression on the minds of every visitor and if results directly due to it are not forthcoming in the approaching seasons it will not be because the people were not interested.

Central Counties Railway [sic]

The minister of railways heard a route map application Thursday by the Central Railway of Canada for a revision between Hawkesbury and South Indian, of the line it projects between Montreal and Georgian Bay, via Ottawa. Edmond proulx, M.P. for Prescott, headed a delegation from L'original who asked that the villae be on the route. Hon. Mr. Cochrane will send an engineer to report on the matter.

Carillion Railway Dispute

Ottawa Mar. 18. - Claiming that the attempt to revive an old land subsidy under the bill incorporating the Central Railway of Canada, might necessitate the practical handing over of Algonquin Park to a corporation, the Ontario government is preparing to vigorously combat in the Railway Committee of the House tomorrow, the bill incorporating the Central Railway of Canada, C.H. Ritchie, K.C., of Toronto, his partner Mr. Ludwig, and R.O. Code, K.C., of Ottawa have been engaged as counsel in the case for the Provincial Government and were busy to-day explaining the situation to members.

Away back in the fifties, when there were no railways, the old Legislature of Canada set apart four million acres of land which were to be granted to five companies, chartered to build between them a line from Montreal to Lake Huron. The only part ever constructed was 13 miles from Grenville to Carillion. Last year the Central Railway of Canada promoters now seeking incorporation bought out this line, which also is claimed by the Canadian Northern insofar as the physical features are concerned.

The former company in its bill now before the House makes the claim that it is entitled to a share of the grant in respect to the 13 miles already built and to the whole million acres when its road is built to Lake Huron as is now planned. C.N. Armstrong, Montreal, and senator Campbell of Toronto appear in the company's prospectus as promoters, and a feature of the document is the claim to the land of the Ontario Government, This is the company that proposed to build from McAlpine to South Indian through Fournier and Routhier this summer.

25/03/1912 *Ottawa Journal* *Ottawa, Smiths Falls and Kingston*

A company of English capitalists may take over the Ottawa, Smiths Falls and Kingston electric railway. They have an option on the road until August next.--

26/03/1912 *Ottawa Journal* *Ottawa Electric*

Sparks street will be abandoned and tracks placed on Wellington street providing agreement can be obtained with the government. Article.

27/03/1912 *Ottawa Journal* *Beachburg* *Tramway*

Construction operations will be resumed in full blast next week by Messrs. Dolan and Code, contractors for the construction of the C.N.R. line in the vicinity of Billings Bridge and crossing the Metcalfe Road.

A thousand feet of temporary trestle has recently been erected. This will be used for the dump carts to carry earth and other material used to fill in the road bed of the railway line. The height of this trestle work varies from four to forty feet, according to the nature of the ravine to be spanned. Six hundred feet of the trestle work is constructed on the east side of the Metcalfe Road and the remaining four hundred feet on the western side. At present only a few men are engaged but a large gang will be put on next week and the building operations rushed. The first work that will be taken up will be that of the completion of the eastern abutment. Owing to the change in plans for this wing, last fall, there still remains considerable excavation to be done before the foundation will be ready to receive its hundreds of tons of concrete.

Other work along the line is reported to be progressing favorably.

28/03/1912 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

Strike at Ottawa Car Works settled--

28/03/1912 *Merrickville Star-Chronicle* *Kingston (CN)* *Mallorytown*

A G.T.R. train ran off the track below Mallorytown on Thursday night and nineteen cars were ditched. The accident was caused by a broken tender wheel. No one was hurt.

29/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

C.P.R. dismisses dispatcher who gave order to Boal. Boal had already been dismissed.--

29/03/1912 *Eastern Ontario Review* *Central of Canada*

That Carillion Railway

Toronto March 26. - W.H. Hearst, minister of lands, forests and mines, introduced in the Legislature this afternoon a bill frankly designed to block the proposition to obtain a large slice of Algonquin National Park based on the land claims of the Grenville and Carillion Railway. The bill deals with the grants of land to railways. As explained by Mr. Hearst the purpose is to make clear the province is not liable in respect of certain land grants to railways prior to Confederation. These grants were made for the purpose of opening territory lying between Quebec and Lake Huron then unsettled wastes, but which have long been settled and now are served by existing railways. While these grants have doubtless lapsed, explained the minister, the present bill is intended to prevent any pretence being made that these grants are still in force.

30/03/1912 *Ottawa Journal* *Beachburg*

That the building of the C.N.R. line between Ottawa and Pembroke will be proceeded with this spring there now seems little doubt. Engineer Whitney and his staff are now at work revising the location between Westmeath and Pembroke, and it is expected that as soon as they complete this part of the work the right of way men will commence operations.

The next step will be to commence construction and once commenced the undertaking will be rushed to completion. There have been for some time past, rumors afloat that the company was experiencing some difficulty in financing the road, but from present indications, even if this be true, it is not likely to affect this part of the line, for as a matter of fact work on the Chats bridge at Fitzroy has already been commenced. Mr. P.J. Mullarkey, the contractor for the Ottawa - Pembroke division, has all along declared that work would be proceeded with as soon as spring opened and local contractors are preparing to make an early start.

02/04/1912 *Montreal Gazette* *Ottawa and Lake McGregor*

An Act to incorporate the Ottawa and Lake McGregor Railway Company.

03/04/1912 *Ottawa Journal* *Beachburg* *Hogs back*

"We are going to build car shops in Ottawa of course," said Sir William MacKenzie, president of the Canadian Northern, "But, whether they will be big shops built at Hogs Back, I cannot say at present."

04/04/1912 *Morrisburg Leader* *Kingston (CN)* *Iroquois*

Monday night at nine o'clock a wreck occurred on the Grand Trunk Railway at a point a mile west of Iroquois station. Happily no lives were lost. A freight train going east stopped at that point for the purpose of picking up a car of stock. The engine was released and proceeded east to the siding to procure the stock car when a freight train following hove in sight, and before it could be stopped pitched into the rear of the train. The second train happily was a light one or the damage to rolling stock would have been greater. The caboose was demolished and the colliding engine badly damaged. The crew of the locomotive jumped thus saving their lives, The Brockville auxilliary was called and soon had the track cleared.

Will Grant Option

On Ottawa, Smiths Falls and Kingston Electric Road.

A Kingston despatch says :

A special meeting of the shareholders of the Ottawa, Smiths Falls and Kingston Electric Railway Company was held at court house Saturday to consider and, if deemed advisable, ratify an agreement granting Nugent M. Clougher, of London, England, an option for one year to purchase the charter, property, contracts, credits and effects of the railway for the price of \$25,1100, the money to be paid in cash or common stock of the said railway company, upon the exercise of the option within the period of time stated. The shareholders present signed almost unanimously in favor of the transaction, and 108 proxies in its favor have been received out of a total stock list of 275.

A meeting of the directors of the railway will be held here next Tuesday. Ex-Ald. J.S. R. McCann, of Kingston, is a member of the directorate.

04/04/1912 *Ottawa Journal*

Beachburg

Rideau Junction

It is learned that plans are under way to purchase several hundreds of acres of land about eight miles from the city for the location of the C.N.R. car yards. The exact place is not decided upon but it will be either on the C.N.R. Ottawa - Toronto line or on the Ottawa - Port Arthur line.

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The intention of the C.N.R. it was said was to build the yards nearer the city than at present contemplated but realizing that the city will grow quickly, it was considered advisable to go out far enough where sufficient land could be bought at a moderate price.

According to the present plans, electric engines will be used for switching purposes and also for taking cars to and from Ottawa.--

04/04/1912 *The Equity, Shawville*

Beachburg

All doubts of the C.N.R. Co. constructing the proposed line along the front of the county, from the Chats Falls to the point above Portage du Fort, have been pretty well dissipated during the past ten days by the fact that an official of the company has been through the district arranging with the landowners for the purchase of the right-of-way, a stroke of business which seems to have been accomplished without much difficulty, justing from the short time it took.

Another evidence of assurance that the line will be built, is seen in the large quantity of timber which Mr. Wm. Hodgins has delivered at the point where the Ottawa River is to be crossed, to be used in connection with bridge construction.

--question of location of the station--

04/04/1912 *Merrickville Star-Chronicle* *Kingston (CN)*

Iroquois

Wreck at Iroquois. [sic]

Monday night at nine o'clock a wreck occurred on the Grand Trunk Railway at a point a mile west of Iroquois station. Happily no lives were lost. A freight train going east stopped at that point for the purpose of picking up a car of stock. The engine was released and proceeded east to the siding to procure the stock car when a freight train following hove in sight, and before it could be stopped pitched into the rear of the train. The second train happily was a light one or the damage to rolling stock would have been greater. The caboose was demolished and the colliding engine badly damaged. The crew of the locomotive jumped thus saving their lives.

04/04/1912 *Chesterville Record*

Smiths Falls

Smiths Falls

Work is to be commenced at once on the CNR depot and the representative of the contractors is here now engaging men. The building will be located in the western part of town and will be a handsome structure. The freight sheds will be just east of the station and work will also be commenced at once on them.

05/04/1912 *Eastern Ontario Review*

Montreal and Ottawa

Alfred

Alfred Peat Plant to Open

The private company that has taken over the government peat plant at Alfred, Ont., hopes to begin operations on a big scale about May 1st.

Machinery of the very latest kind for manufacturing peat is now on its way to Alfred from Hamilton, where it was manufactured.

When the new plant is installed it will have a capacity of ten to fifteen thousand tons per season. The season will be from May to September. It is the intention of the company to work a day and night shift. Nearly all of the work will be done by electric energy, which will reduce the cost of manufacture to a minimum.

If the prospects of the company pan out as expected - and there seems no reason why they should no, peat fuel will be sold in Ottawa shortly at an attractive price and the fears which generally precede an expected coal strike will be considerably obviated.

06/04/1912 *Ottawa Journal*

Ottawa Electric

Car 112 derailed.

08/04/1912 *Ottawa Journal*

Ottawa Electric

Ottawa Car

Plans have been prepared and work will be started immediately by the Ottawa Electric Railway Company on the construction of 20 new steel cars.

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11/04/1912 *Merrickville Star-Chronicle* *Ottawa, Smiths Falls and Kingston*

At a meeting of the shareholders of the Ottawa, Kingston, and Smith's Falls Railway, held in Ottawa last week, it was decided to accept \$25,000 from the Nugent M. Clougher Company of London for an option for a year on all the property and assets of the railway company.

12/04/1912 *Renfrew Mercury*

North Lanark

Mr. McQuade, secretary of the North Lanark Railway Co., last week issued notice for a meeting in Arnprior on Tuesday the 9th, for the purpose of considering and if approved, adopting a proposal to finance and construct the railway.

12/04/1912 *Renfrew Mercury*

Beachburg

All doubts of the C.N.R. co. constructing the proposed line along the front of the county from the Chats Falls to a point above Portage du Fort, have been pretty well dissipated during the past ten days by the fact that an official of the company has been through the district arranging with land owners for the purchase of the right-of-way, a stroke of business that seems to have been accomplished without much difficulty, judging from the short amount of time that it took. Another evidence of assurance that the line will be built, is seen in the large quantity of timber which Mr. Wm. Hodgins has delivered at the point where the Ottawa river is to be crossed, to be used in connection with bridge construction. With the prospect thus brightened the people along the front of Clarendon are now interesting themselves in the question of the location of the station which will be necessary to serve the requirements of that section. On this matter we learn that opinion is divided, some favouring one point and some another. This is a question in which the citizens of Shawville should have something to say, as the new line is bound to have an influence on the future trade prospects of this town. It would be well, therefore, to move to have the station located at the point believed to be the most advantageous to our local business interests. - Shawville Equity.

12/04/1912 *Ottawa Journal*

Ottawa Electric

Federal government has decided not to allow tracks on Wellington, temporary tracks may be allowed during rebuilding of Sparks Street--

12/04/1912 *Eastern Ontario Review*

Smiths Falls

Smiths Falls

Smith's Falls, April 8. - Work is to be commenced at once on the C.N.R. station here. Mr. King, the representative of the contractors is engaging men. The new station will be out William St., on the north side of the street and quite a piece west of Quarry street.

12/04/1912 Eastern Ontario Review Lachute Hull

The C.P.R. Company may build a handsome new station at Hull.

18/04/1912 The Equity, Shawville Beachburg

Mr. MacKenzie of the C.N.R. engineering staff, conferred with the Clarendon council last week, in regard to the crossings at the several points where the railway will intersect with the highways along the front of the township.

18/04/1912 Merrickville Star-Chronicle Winchester Merrickville

Removing the Old Bridge.

A C.P.R. work train was here last week picking up the framework of the old bridge that carried the C.P.R single-track line across the Rideau River till the installation of the double track.

18/04/1912 Ottawa Journal Ottawa Electric

Owing to a short circuit of the electrical apparatus, car 505 of the Ottawa Electric Railway was completely destroyed by fire on the Somerset street bridge at an early hour this morning.--

The destroyed car is two years old --

22/04/1912 Ottawa Journal Smiths Falls Ottawa

The latest car known to the railroad world has just been built for the Canadian Northern. It is a gasoline electric and will be used for passenger traffic on the C.N.R. lines between Quebec and the Hotel Lake St. Joseph.

It will arrive in Ottawa this afternoon on its way to Quebec. This new car will be demonstrated to a number of people before it leaves Ottawa. In Toronto, where it was built, it was acclaimed to be a wonderful car.

24/04/1912 Ottawa Journal Montreal and Ottawa Hull

Since the wreck of the Pontiac train at Hull last month, whereby five persons were killed and several injured, the C.P.R. has introduced a new block system between Hull and Ottawa which if it is strictly observed, will prevent a recurrence of the accident.

According to the rules of the present system a train cannot leave Hull or Ottawa before the conductor has obtained a staff which is locked and unlocked by an electrical arrangement. Only by deliberately ignoring the system could another collision of two trains occur between Hull and Ottawa. The Pontiac train still continues to back in from Hull to Broad Street station, but, by the new arrangement there is little or no danger of an accident.

25/04/1912 Brockville Recorder Smiths Falls Chaffey's Locks

At Chaffey's Locks - New C.N.R. Bridge Being Erected over the Rideau.

The Canada Foundry Co., of Toronto, is placing the new bridge across the Rideau Canal, on the Canadian Northern Railway line, with T. S. Riley foreman and J. Carr, inspector. On April 11th, Mr. Riley brought up span No. 1, being sixty feet long, and unloaded it with the dairy car. He succeeded in taking the cars from under it all right, but when he started to place it the track went down, nearly upsetting the dairy car and span down the high approach grade, to the first abutment. Mr. Riley, who is cool-headed, gave his son, W. R. Riley engineer of the dairy car, instructions to lower his car at once, and succeeded in saving the loss of lives and any further damage.

The following day the bridge gang leveled up the track and succeeded in landing the same span safely to its place. On the 17th inst. All was in readiness. The center span, 160 feet long, was landed in place. Witnessed by a large number of people from the surrounding country. It is expected the last span will be placed in position in a day or two.

26/04/1912 Ottawa Journal Central of Canada

At the route map hearings before Hon. Frank Cochrane, Minister of Railways and Canals, this morning the routes of the C.N.R. were reached of importance to Renfrew and Prescott counties.

With regard to the Central Ry. of Canada between Hawkesbury and South Indian, the line will cross the river at Hawkesbury, then cross the line of the C.P.R. at McAlpine, going along the Caledonia bridge at South Indian. The town of L'Orignal was anxious to have the route pass through it.

26/04/1912 Ottawa Journal Smiths Falls Ottawa

First car of its kind in Ottawa.

?Interested a good many railroad and others was brought to Ottawa yesterday afternoon by the Canadian Northern Railroad. This car is the first combination gasoline-electric car to be used in Canada and will be operated by the C.N.R. on their line between Quebec and Hotel Lake St. Joseph. If the car proves to be as satisfactory as expected the Canadian Northern intend to use others on several lines of the system.

The new car looks much like the ordinary big vestibule trolley car, but it can get up a far greater speed. On a trial trip held two weeks ago between Toronto and Trenton it travelled 52 miles an hour, but can, if required, make 75 miles an hour.

A 200 h.p. engine is carried in the front of the car. Electric light and power, compressed air, etc. are all developed by this engine. Either gasoline or electric power can be used. Besides being cleaner, the new car is more economical for short runs than the ordinary steam train.

The new car seats 75 passengers, three in a seat. It is attractively and comfortably upholstered. It will leave for Quebec today.

26/04/1912 Renfrew Mercury Eganville Eganville

Eganville council is asking Mr. Boyle, the new superintendent of the C.P.R., to come to Egan to arrange for the removal of the railway station to the former site or to some other central position.

26/04/1912 Ottawa Journal Beachburg

At the route map hearings before Hon. Frank Cochrane, Minister of Railways and Canals, this morning the routes of the C.N.R. were reached of importance to Renfrew and Prescott counties.

It was decided that the C.N.R. would pass through either Pembroke or Churchillville, a suburban village, which will inevitably become a part of the town. This is according to a resolution passed by the Pembroke town council, and it was agreed to by a delegation from the Renfrew town introduced by Mr. Gerald White M.P.

29/04/1912 Ottawa Journal Ottawa Electric

Accident to car 536.

01/05/1912 Ottawa Journal Ottawa and St. Lawrence Electric

Some special stir is aroused by reason of the publication by a Toronto dairy of a statement to the effect that a Toronto company has purchased the goodwill, assets, and franchises of the North Lanark Railway and the Ottawa and St. Lawrence Electric Railway. The project contained in this electric enterprise has an important section of Eastern Ontario in its embrace. There is water power in the district which served sufficient to warrant capitalists to have good heart at the beginning. The conception covers a service that will take in Ottawa; Morrisburg, Brockville, Perth, Lanark and Arnprior, together with over thirty smaller places.

02/05/1912 Chesterville Record Winchester Finch

The CPR are negotiating the sale of a gravel pit from Mr. H. McMillan.

02/05/1912 Renfrew Mercury Lachute Hull

Since the wreck of the Pontiac train in Hull early last month, whereby five persons were killed and several injured, the C.P.R. has introduced anew block system between Hull and Ottawa, which, if it is strictly observed, will prevent a recurrence of the accident. According to the rule sof the present system, a train cannot leave Hull or Ottawa before the conductor has obtained a staff which is locked and uinlocked by an electric arrangement. Only by deliberately ignoring the system cpuld another collision of two trains occur between Hull and Ottawa. The Pontiac train still continues to back in from Hull to Broad Street station, but by the new arrangement there is little or no danger of an accident.

03/05/1912 Eastern Ontario Review Belleville Perth

A Railway Tunnel at Perth

Perth, April 27 - A railway tunnel is so far unknown in this part of Ontaeio, but on the new C.P.R. line there will be a 900-foot one just west of Christie Lake.

Mr. McGraw, foreman of the contractors, Messrs. Larkin & Sangster, of St. Catharines here now and work will soon be commenced.

The tunnel will require a year to construct, working day and night shifts, of 10 hours each. An air compressor plant will be installed at the tunnel to work ten drills.

07/05/1912 Ottawa Journal L'Orignal

Canadian Northern planning to run electric trains between Montreal and Ottawa.

Further report on May 10 - nothing worked out yet.

11/05/1912 Ottawa Journal Smiths Falls Ottawa

Article about gasoline electric car with picture.

13/05/1912 Ottawa Journal Carleton Place Ottawa, Broad Street

Prime minister will visit Made in Canada Special which will be at Broad Street until nine o'clock that night for inspection by the public.

The train of twelve cars, containing an attractive exhibit of Canadian factory products --

Full account on 17 May.

13/05/1912 Ottawa Journal Ottawa Electric

Temporary car tracks will be allowed on Wellington street.

16/05/1912 Morrisburg Leader Tramway

A Collision

While the two dinkey locomotives being used by the firm of Roger, Miller & Co., on their contract at the "Head" were in action Tuesday, a collision occurred by which eight dump cars were demolished. It appears that at the dump there is Y which is used by one train passing the other. Engineer Blackall had his engine and train down at the steam shovel waiting for a load when Engineer Harry Myers with the other train was giving his engine all steam to get up the grade to the dump when it was discovered too late that the switch was turned the wrong way, the consequence being that instead of going up the grade he ran down grade into the other engine derailing Blackall's engine. When Myers discovered the misplaced switch he at once reversed his engine, put on full steam and set the brakes thus avoiding a greater impact and possibly complete demolition of Blackall's engine.

Mr. James Meikle, stone inspector, was in Blackall's engine and he was thrown out, while Blackall jumped. Fortunately no one was injured.

17/05/1912 Brockville Recorder Smiths Falls

Construction of C.N.R. Proceeding Rapidly Brockville Junction a busy place these days - The laying of steel - Will commence in a few days - Station and freight shed now being built.

Brockville junction, half a mile west of Forfar station on the B. W. & N. Railway, and approximately 35 miles from Brockville, is a busy place these days, and will be for several months to come. The name selected for this station is the diamond of the Canadian Northern Railway's Toronto - Ottawa line and the Brockville & Westport branch. During the past few days' 30 carloads of ties have been shipped from here to the junction and large quantities of steel are also going out. To accommodate this rush and extra merchandise for points along the route, special freight trains have been run out of here in the early morning hours, another leaving today.

In a few days the work of laying steel will commence east and west of the junction and it is confidently expected that before next Christmas trains from Toronto will be running through the junction.

A number of carpenters are now at work building a station and freight shed at the junction. They will have all modern conveniences for the handling of business. (Rideau Record).

17/05/1912 Ottawa Journal Hull Electric

The Hull Electric Railway Company expect to receive their five new pay-as-you-enter cars in the course of a week or ten days time. The new cars will not be operated for about six or eight weeks yet, owing to the non-completion of the tunnel under the plaza at Ottawa, where the cars will turn.

17/05/1912 Eastern Ontario Review Vankleek Dalkeith

Dalkeith. A crew of men is engaged on the G.T.R. here at present, repairing culverts etc. It is reported that a new station is to be built.

21/05/1912 Ottawa Journal New York Central

Thirty-five men, machinists and carpenters in the employ of the Ottawa, New York Railway Company at the car and locomotive shops of that company, at the corner of Nicholas and Ann streets, went out on strike this morning at eleven o'clock.

It is understood that some time ago the men asked the company for an increase in wages amounting to 10 per cent. which was calculated to bring the rate up to the schedule in effect at the C.P.R. shops.

According to Mr. H.W. Gays, general manager of the system, the company was in the middle of an investigation into the justice of the men's claim when they went on strike.

"We do not anticipate any serious trouble, however," said Mr. Gays, "as up to the present time there has been no conference and I am confident that a meeting of the representatives of the men and the company will result in a settlement."

22/05/1912 Ottawa Citizen Dominion Central

CHANGE OF NAME

Albert Central is Now Dominion Central Ry.

An important meeting of the directors of the Alberta Central Railway was held in Ottawa last night, when the name was changed to the Dominion Central Railway owing to the fact that the road has now a Dominion charter.

Future plans of the road were discussed and it is the intention of the promoters to build a line north and south through Alberta connecting across the boundary with the Great Northern and Northern Pacific. The road will run along the slope of the mountains with feeders east and west..

PLAN A GREAT COAL LINE THROUGH CENTRE OF ALBERTA PROVINCE

Special dispatch to The Herald.

OTTAWA, May 22 An important meeting of the directors of the Alberta Central' railway was held in Ottawa last night, when the name was changed to the Dominion Central railway, owing to the fact that the road has now a Dominion charter.

Future plans of the road were discussed, and it is the intention of the promoters to build a line north and south through Alberta, connecting across the boundary with the Great Northern and Northern Pacific. The road will run along the slope of the mountains, with feeders east and west. It will also be pushed north into the Peace River country.

The promoters of the road are big American railroad men, who are interested in the coal lines, such as the Erie and the Lehigh.

W. C. Teter, a New York millionaire, is one of those largely interested, and attended the meeting last night. It is the intention to make the Dominion Central principally a coal [sic] road, to open up the big coal [sic] mines of Alberta.

Also in the Edmonton Journal of 23 May 1912.

23/05/1912 *Morrisburg Leader**Kingston (CN)**Wales*

Two light engines numbered 316 and 210 running as a double header from Brockville to Montreal Monday night overtook and pitched into the east bound way freight opposite Wales station between 6 and 7 o'clock. The caboose and three cars were demolished by the impact. The crews of the engines and freight escaped injury. The Montreal auxiliary, which had just finished clearing a wreck at Coteau proceeded to Wales and in five hours had the line cleared. The Brockville auxiliary was also called into action. The Moccasin was delayed three hours.

23/05/1912 *Morrisburg Leader**Kingston (CN)**Mallorytown*

Tuesday morning George Brown, a G.T.R. fireman, was killed at Mallorytown. The deceased left Belleville at 9 p.m. Monday in charge of two "dead" engines which were being shipped to Montreal for repairs. He left his engine at Ganouque Junction, and before he reached his post the train pulled out. He got aboard another freight which slowed up to let him off at Mallorytown, where his engines were side tracked, and in jumping off he fell upon a "frog" at a switch, a portion of the end of the frog entering his abdomen. An inquest was held and adjourned until Monday next. He was 50 years of age.

23/05/1912 *Ottawa Journal**Ottawa Electric**New Edinburgh*

As the result of the recent heavy rains which have prevailed in and around Ottawa, the old store house or car barns, as the building is familiarly called, situated on Stanley avenue, New Edinburgh, last night fell down.

Not entirely, however, for the main portion of the building is still standing as erect as ever. The southern wall, facing on the beautiful lawn and garden of Miss. I. Lumsden, fell in with a crash last night, totally obliterating a fine bed of flowers which the above lady had nourished.

The building in question is an old one, one of the first in fact that the Ottawa Electric Company built in the city. It is being used for storage purposes. Some time ago a portion of wall on the north side gave way and fell in on the yard of the fire station. No attention was given this occurrence, however until last evening, when several tons of brick loosened and fell as the result of the damp weather.

The damage to the building is only slight, and it is probable that the Electric Company will repair it at once. Men were at work clearing away the debris this morning.

23/05/1912 *Ottawa Journal**New York Central*

O. and N.Y. men back to work.

35 machinists and carpenters employed in the shops of the Ottawa and New York Railroad, who went on strike two days ago demanding a ten per cent increase in wages, returned to work this afternoon. After a conference with Superintendent W.H. Gays today, they agreed to resume work while he negotiated with the head officials of the company.

The men at first refused to return until the increase was granted, but some of the more reasonable men held out that it was only fair to return to work and give the company a chance to settle the trouble without any inconvenience. The men's committee say that the strike has been settled satisfactorily.

It is said the agreement was reached this morning and the increase of 10 per cent was granted to the efficient workers, the inexperienced ones to receive 7 per cent. The determination of the efficiency was left in the hands of Mr. Gooderich.

Mr. Gays does not confirm this. He says the men returned to work while negotiations are pending. The committee refused to comment on the situation one way or the other.

24/05/1912 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

One of the interesting cases to be heard at the coming assises next week will be that of Stephens v. The Canadian Pacific Railway. It will be remembered that this case was tried last year and Mr. Stephens secured a verdict of some \$2,000 damages against the company for the loss of one of his feet which he had severed from the leg by a train running over it. Mr. Stephens got his foot caught between the plank and the rail at the approaching of a train and was unable to free himself before the engine came, so he laid down to save himself but his foot was severed above the ankle, hence the action. The company was not satisfied and applied for a new trial which they succeeded in obtaining. The accident occurred at what is known as McCann's crossing near Vankleek Hill.

24/05/1912 *Eastern Ontario Review**Central of Canada**McAlpine*

Central Railway of Canada

The preparations for the beginning of construction work on the Central Ry. of Canada are well under way. The company is erecting a camp on the scene of operations at McAlpine and is now looking for a camp cook and are advertising for men at good pay. Engineers have been over the ground arranging for a right of way. Materials for the work and the construction plant is expected in a few days, when work will begin in earnest. The company expects to complete thirty miles of road this year, according to the engineer in charge.

27/05/1912 *Ottawa Journal**Maniwaki*

Petition for a more convenient train service.--

27/05/1912 *Ottawa Journal**Alexandria**Ottawa Gas*

The Ottawa Gas Company have decided to build an auxiliary plant in Ottawa East. Mr. Thomas Ahearn, president of the company, has bought eight and one half acres of land on Lees Avenue, close to the civic incinerator site and intends to commence immediately on the erection of the plant, with a view to completing it before winter comes.

Six large gasometers will be installed as well as all the requisites of a thoroughly modern gas works. The property is close to the Grand Trunk Railway and a siding will be put into the works. By being so close to the railroad it will enable coal to be supplied at the minimum expense.

The "end" of steel on the Canadian Northern Railway Ottawa-Toronto line has now reached the Metcalfe road near Billings Bridge and finished close on to three miles of completed track out of Ottawa on the Ottawa and Smiths Falls sections. Although the large eighty pound steel rails have only been pushed across the high trestlework spanning the mammoth cement arch for a few days, already close onto twenty-five thousand cubic yards of sand and roadbed material has been dumped on either side of the track. Two construction trains of twelve cars each and pulled by a locomotive carry tons of sand and grading material from the Canadian Northern yard at Hurdman's Bridge to the Bank street work. The trains make half hour trips over the single track road, the cars being loaded by a mammoth steam shovel at the C.N.R. sand pit on the Hurdman road.

A Journal representative who visited the scene of operations yesterday, through the courtesy of Supt. Thomas Brennan, was allowed to enter the cab of the construction engine, and travel over the newly completed roadbed.

All along the line from Hurdman's Bridge to the Metcalfe road gangs of men are engaged digging ditches, grading the slope of the track and doing everything to rush the construction work along.

At the Metcalfe road a big improvement is noticeable since two or three weeks ago. The big east abutment, thirty feet in height, is completed and stands a solid block of concrete weighing thousands of tons. The trestle, with its long spider like supports, is finished and the new steel rails, glisten from their eminence on its top. A large gang of men are employed nearby on the east side of the road, working like venerable bees in levelling and shovelling the grading material.

On the western side of the road, operations for the building of the western abutments are being carried on. Already the foundation is in and the wooden frame to hold the concrete is being erected. Owing to the grounds on the western side of the road being considerably lower than the opposite side, a steam hoist will be used to convey the thousands of tons of cement, this hoist has a lifting capacity of four tons and will carry one of the large buckets full from the giant cement mixer nearby.

The west abutment will be completed about the middle of June and will be thirty-three feet high, and contain three thousand five hundred tons of cement.

Messrs Dolan and Code are the contractors for the cement work, and J.P. Mullarkey is contractor for the grading and roadbed work.

28/05/1912 *Ottawa Journal**Beachburg**Pembroke*

C.N.R. wants \$25,000 bonus from Pembroke. Would then make town a divisional point.--

29/05/1912 *Ottawa Journal**Alexandria**Central Station*

C.N.R. is negotiating to use the G.T.R. Central station on the completion of the line from Ottawa to Toronto.

31/05/1912 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

John Stephens Wind Again

Mr. John Stephens has again won an action against the C.P.R. for damages for an accident by which he lost his foot. The accident happened at McCann's Crossing. Mr. Stephens' story is that he got his foot caught in the rail at the crossing and he charged negligence against the Company. In his first trial before a jury at L'Orignal he got a judgment for \$2,000. The C.P.R. Company appealed and were granted a new trial. The trial was held this week in L'Orignal before a jury with Justice Lovat presiding. This time he got a verdict of \$2,200 against the Company,

01/06/1912 *Ottawa Citizen**Alexandria**Ottawa Union*

G.T.R.. STATION OPEN

Chateau Laurier Will Be Opened This Afternoon.

A long existing want was filled for Ottawa this morning when the new Central station built by the Grand Trunk Railway Company was opened. Another will be supplied at 3 o'clock this afternoon when the Chateau Laurier, the magnificent new hostelry erected at a cost of over \$1,000,000 by the same company, will also be thrown open. There will be no official ceremony in connection with the affair, Manager F. W. Bergmann simply opening the big doors at the main entrance. The bust of Sir Wilfrid Laurier in the rotunda of the hotel was unveiled by Mr. Bergmann yesterday, Sir Wilfrid himself being present to see it. Every department of the new house is in good running order and awaiting the arrival of the first guest, whoever he may be.

Workmen are now busily engaged in finishing off the front of the hotel just over the entrance doors but inside no more work remains to be done. A number of the suites have already been reserved in advance and it is apparent that even this summer Ottawa's tourist traffic will show a big increase as a result of the erection of the splendid new structure.

An informal dinner to newspapermen will be given by the Grand Trunk in the Chateau this evening. Journalists from all over Canada and the United States will be present

03/06/1912 *Ottawa Citizen**Smiths Falls**Perth Road*

EIGHT MEN KILLED - BY EXPLOSION IN CNR CAMP NEAR KINGSTON

Premature Explosion of Black Powder in Rock Cut on Perth Road -. Saturday Afternoon Caused Havoc Among Gang. Six Other Men Taken to Kingston Hospital and Some Not Expected to live. Of Dead Seven Were Roumanians and One Was New Brunswick Man. Of Eighteen in Cut Only One Escaped Death or Injury. Inquest Will Open Today.
(Special to The Citizen)

Kingston, Ont., June 2. Eight men killed, and six men in the general hospital badly injured, is the present awful toll of an accident which occurred in a construction camp for the Canadian Northern Railway six miles east of Stoness Corners. Perth road, twenty-five miles from Kingston, at 4.45 o'clock on Saturday afternoon. The men were working in a rock cut and met death, as the result of a premature explosion of black powder used to blast the rock. Of the eight men killed, seven were Roumanians and one from New Brunswick, Prescott Northrup, aged 35, walking boss for the two miles of road in the vicinity where the accident occurred.

Northrup was engaged in setting off the blast, and his body was blown into pieces. Northrup had been engaged in this construction work all this summer. All that was found of his remains was one hand with his working glove on it, and parts of his clothing.

Eighteen men were working in the cut where the accident occurred, which is on the farm of Walter Guthrie. They were loading a thirty foot hole when the powder exploded before the time set for it, for some reason at present unknown. Dr. D.M. Mundell, coroner, will open an inquest at the scene of the accident tomorrow. Only two in the cut escaped being killed or seriously injured.

A massive pile of earth estimated to be from 300 to 400 cubic yards was thrown into the cut (sic) burying the men and causing instant death to all but one man. The latter was just alive and that was all when he was pulled out, and lived only fifteen minutes. Seven of the dead bodies had been recovered last night, but no other trace can be found of Northrup. The man who assisted Northrup in loading the hole, a Roumanian, also met death. His body was found a quarter of a mile away from the scene. It had been driven against a rock and battered almost beyond recognition.

As soon as the alarm was given, a large number of men in the next camp, a short distance away, came to the rescue, together with Walter Guthrie and his son, H. T. Guthrie, and the work of getting the bodies out was commenced.

The six men in the general hospital, are in very bad shape, some with arms and legs broken as well as internal injuries. Some of them will likely die. They were driven into the city this afternoon arriving at 3 o'clock after a drive of twenty-five miles, there being no train accommodation today. The men spent six hours in a light wagon and this trip did not do them any good.

A horse used on one of the dumpcarts in the cut was killed and another escaped. A workman named McLaren engaged as a teamster escaped.

Chateau Laurier now open. Sir Wilfred Laurier first name on register.--

The new Central Station, which is one of the finest of its kind in eastern Canada, was also thrown open to the public Saturday.

Chateau now open

Sir Wilfred Laurier first name on register.

Stream of visitors marks opening.

Hotel is beautifully finished and furnished - newspaper editors tended banquet by the Grand Trunk on Saturday.

Without undue demonstrative ceremony, The Chateau Laurier opened its doors and register book to an expectant public on Saturday. The first name to be inscribed on the latter was that of Sir Wilfrid Laurier.

Because of the untimely passing of him to those foresight and enterprise the great building will long stand as a gigantic monument, there was an absence of the ceremony which otherwise would undoubtedly have marked the occasion.

No sooner were the doors thrown open in the afternoon then began a stream of visitors that continued late into the evening. It is estimated that Saturday alone almost 500 persons passed through the doors while in the evening the spacious dining room was well filled. Yesterday the crowd to visit the place run up into thousands. Exclamations of wonder and surprise were heard on all sides. That it is rivaled by few and surpassed by none, not alone in Canada but in the United States as well, was an opinion expressed by not a few.

Richness, taste, and absolute consistency with the general conception of "Chateau," a pleasing absence of gaudiness, a color and empaneling scheme that blends softly and harmoniously, an atmosphere of restfulness and quiet - these are among the noticeable features of the exterior. [sic] Everything that contributes to the comfort, convenience and pleasure of guests is there. Indeed, there is scarcely a feature which does not beggar description. Truly can those oft abused words "bigger, better and safer" than anything in Canada be applied to it without the slightest exaggeration. Erected on a site which lent itself to the genius and Imagination of the architects, its surroundings contribute not a little toward that combination of beauty and grandeur for which the Chateau Laurier must surely become famous throughout the country.

Saturday night a number of newspapermen from the chief United States and Canadian cities, the local press representatives and parliamentary correspondents were the guests of the Grand Trunk at a magnificent banquet. More than a hundred pressman were present.

The new Central Station which is one of the finest of its kind in Eastern Canada, was also thrown open to the public Saturday.

A plague of caterpillars has stricken the district. Foliage is smitten. Giant trees are near death. Even the railway is attacked. It took three big C.P.R. engines yesterday to drag four coaches to Chelsea across the horrid mass that clogged the wheels.

The train which left Ottawa at 5.30 yesterday afternoon was stalled at Ironsides. The locomotive could not proceed further although it only had two coaches to pull.

The train that left Ottawa at 4.40 came backing down the incline and pulled up in front of the 5.30. It had four coaches.

The engine of the work train at Chelsea was requisitioned but the two engines failed to negotiate the four coaches of the 4.40 so two only were taken to Chelsea and leaving them there the two engines returned to Ironsides. The two remaining coaches of the 4.40 were connected with the 5.30 and the three engines, after great difficulty, succeeded in moving the four coaches to Chelsea. They reached Chelsea at 6.42 having taken 2 hours 2 minutes to travel nine miles.

The down train accordingly which was due at 5.35 at Cascades was held up until 7.20.

At West Aylwin and Ironsides the plague is at its worst.

Must be protected

G. T. R.'s Order to install a diamond.

To Meet Street Railway Tracks on Preston Street.

Railway must only use crossing at night and must have watchman on duty to protect traffic - One company served by citing.

By an order of the Railway commission issued this morning, the Grand Trunk must at once instal a double diamond at Preston Street to allow the Ottawa Electric Railway company to run its tracks up the street and cross the G. T. R. tracks, which run into the yard of the Export Lumber Company.

Also the Grand Trunk is ordered to run their trains across the street only between the hours of twelve midnight and 5 a. m., and a man must be on the crossing between the hours stipulated to warn pedestrians and traffic against the trains.

An interlocking system will be put in to keep the cars from running over the switch if the Grand Trunk wants to run trains during the day a ?? protective system will have to be installed, says Assistant Commissioner D'Arcy Scott. The Grand Trunk may appeal against the judgment.

The city of Ottawa made application this morning for an order directing the Grand Trunk for a removal of the tracks in question.

The electric Railway company refuses to build a double street car line on Preston street without proper protection was afforded against the tracks of the G. T. R.

CROSSING ON PRESTON ST.

Ry. Commission Decides It Must be Made Safe.

As a result of the decision of the board of railway commissioners at the hearing of the case this morning the Grand Trunk Railway Company will have to defray the expense of protecting its tracks at the siding for the Export Lumber Company, crossing Preston street, but the siding itself is authorized.

City Solicitor McVeity represented the city In the application, W. H. Biggar, K.C., the Grand Trunk. Mr. F. H. Chrysler, K.C, the Ottawa Electric Railway Company, and Mr. H. P. Hill the Export Lumber Company. The city solicitor contended that the aiding in question was without authority and that as an obstruction to traffic it should be removed. The Ottawa Electric Railway Company would not build an extension desired by the city along Preston street unless it were taken away. In any case, if the siding were allowed to remain the city wanted the railway company to provide for its crossing by the Electric Railway Company. Mr. F. H. Chrysler spoke in confirmation of Mr. McVeity.

Mr. W. H. Biggar, for the G. T. R., argued that the siding was built in 1894 when, under the railway act of that time, a siding of less than a quarter of a mile in length could be built without going before the railway committee of the privy council for authority. He further contended that the spur had been recognized by the city.

After some further argument, however. Assistant Chairman D'Arcy Scott quoted section 187 of the Railway Act showing that the G. T. R. should have submitted plans of its spur before crossing a highway. Mr. Scott then gave judgment to the effect that the spur was not legally built across Preston street as no plans had been submitted to the railway committee of the privy council in accordance with the act. The board would grant the G. T. R.'s application, however, for legalization of the siding on condition that the road should put in two "diamonds" at its own expense and that the movements of its trains should be limited to between 12 midnight and 5 o'clock in the morning. When these were taking place the railway would have to be flagged across Preston street and gates would have to be maintained. With train operation limited to the hours mentioned no derrails or semaphores would at present be necessary.

ACCIDENTAL DEATH.

The Verdict in C.N.R. Dynamite Explosion.

Kingston, Ont., June 3. A verdict of accidental death with cause unknown was given by the coroner's Jury summoned by Dr. Mundle into the catastrophe at the construction camp on the Canadian Northern Railway at Lake Optnicon. The inquest was, held at the scene of the accident. William McLaren, who had a thrilling escape, told the story. A man standing fifty feet away from him met instant death. McLaren was struck by a few small stones. His story of the groans and cries for help of the dying men as they were struck by the avalanche was most appalling. The chief evidence was given by Leonard D. McArthur. He was partner to Prescott Northup, the walking boss who was killed. McArthur said that when the explosion occurred he was one hundred and fifty feet away. He had drilled holes for a blast and Northup filled them with dynamite. The amount of dynamite used was fifty pounds. The witness could not say what caused the accident, but gave it as his opinion that there might have been some defect in the dynamite. It may have been that a piece of dynamite was dropped and stepped upon by one of the workmen. Northup was an experienced man in the business and at all times most careful.

The seven Roumanians killed were: Arteml Draincha, Petria Tehem, Popovede Lager, A. Tom Strugar, Loader Munteau, Dumatri Trugui and Thomas Stuaragi.

06/06/1912 *The Equity, Shawville* *Beachburg*

Wet weather has interfered to the extent of stopping the work on the C.N.R. where a commencement was made in Bristol township.--

06/06/1912 *Ottawa Journal* *Kingston (CP)*

K. and P. Train held up by pesy.

Millions of caterpillars die on the track and block the coaches with slimy bodies.

Renfrew June 6, A butterfly is all right but a caterpillar is all wrong especially when in number that there are like unto the sand of the sea shore. The Kingston and Pembroke train labored badly on a portion of its journey from Calabodie Tuesday night. A joker says that to help the engine do beneficent work, the passengers got out and, walking leisurely alongside the engine, saw millions of living creatures go to death without a grunt, and not a tremor shook man, woman or child. The pest, which was very serious last year, is reported to be much worse this year.

06/06/1912 *Morrisburg Leader* *Smiths Falls* *Perth Road*

Eight Men Dead

Six Injured By Premature Explosion of Blast at Canadian Northern Construction Camp, Near Stone's Corners.

Kingston, Ont., June 3 - Eight men are dead and six men in the hospital seriously injured as the result of a blasting accident which occurred in a construction camp of the Canadian Northern Railway 6 miles east of Stone's Corners, Perth Road, 25 miles from Kingston, at 4:45, o'clock on Saturday afternoon. The men were working in a rock cut and met death as the result of a premature explosion of black powder used to blast the rock.

Of the eight men killed all were, with one exception, Romanians, Prescott Northup, aged 35, walking boss for the two miles of road in the vicinity where the accident occurred, was a New Brunswick man. Northup was engaged in setting off the blast, and his body was blown to pieces. He has been engaged in construction work all this summer. All that was found of his remains was one hand, with his working glove on it, and parts of his clothing.

Eighteen men were working in the cut where the accident occurred which is on the farm of Walter Guthrie. They were loading a thirty foot hole when the powder exploded before the time set for it, for some reason at present unknown. Dr. D. M. Mundell, coroner, will hold an inquest today. When the blast went off it is stated that eighteen men were at work in the cut, and out of that number only two escaped being killed or seriously injured. A massive pile of earth, estimated to be from 300 to 400 cubic yards, was thrown into the cut, burying the men and causing instant death to all but one. The latter was just alive when the men pulled him out and lived only fifteen minutes.

Seven of the dead bodies had been recovered tonight but little trace can be found of Northup.

The man who assisted Northup in loading the hole, a Romanian, also met a terrible death. His body was found a quarter of a mile away from the scene. His body had been driven against a rock and battered beyond all recognition.

As soon as the alarm was given a large number of men in the next camp, a short distance away, came to the rescue, together with Walter Guthrie and his son, H. T. Guthrie, and the work of getting the bodies out was commenced.

The six men in the General Hospital are in very bad shape, some with arms and legs broken as well as internal injuries. Some of them will die. They were driven into the city yesterday, a distance of twenty-five miles, there being no train accommodation. The men spent six hours in a light wagon and this trip did them more harm than good.

A horse used on one of the carts in the cut was killed and another escaped. A Workman named McLaren engaged as a teamster escaped.

06/06/1912 *Morrisburg Leader* *Kingston (CN)* *Aultsville*

Wreck on the Grand Trunk Between Aultsville and Farran's Point Delays Traffic

An eastbound freight train came to grief Tuesday night on the Grand Trunk between Farran's Point and Aultsville by the breaking of a journal. Three cars containing grain for export left the rails and completely blocked both main lines. No. 5 express had just passed the scene of the accident but No. 3, following together with two immigrant specials and several freights, were blocked on the east side of the disabled train. The Montreal and Brockville Auxiliaries worked all night clearing the wreckage and it was not until in the morning that the express trains were able to move.

06/06/1912 *Morrisburg Leader* *Kingston (CN)* *Lancaster*

While assisting in shunting a freight train at Lancaster station, Ernest Dorion, of Montreal, met with an accident which resulted in his death in Hotel Dieu Cornwall., Sunday. One of Dorion's feet became fastened in the switch and before he could extricate it the train backed almost completely severing both limbs clean to the trunk. He was brought to Cornwall on the first west bound train and rushed to the hospital where Dr. Hamilton amputated both legs. He displayed remarkable nerve and was perfectly conscious while being carried to the ambulance. Dorion was 26 years old. A wife and three children survive in Montreal.

07/06/1912 *Renfrew Mercury* *Beachburg*

Some time next week Messrs. Munroe, Moffatt & Fortin will probably turn the first sod in the building of the C.N.O. Ry. line from Beachburg to Pembroke, for which they have the contract. The lumber for the building of camps at the Neachburg end, where the work will be started, has arrived and the building of the camps will be but the work of a few days. Their plant is on the way while supplies are now being secured and men engaged. A scarcity of labour is not anticipated, although wages will be fairly high. "On to Pembroke," will be the slogan as soon as work is started and the contract will be rushed to completion as quickly as possible. Nothing, of course, can be done on this end of the contract until the point of entrance into and the route through the town has been decided chich, from the present prospects may be three months hence. Meantime the firm will be making steady progress towards Pembroke. Observer.

13/06/1912 *The Equity, Shawville* *Beachburg* *Portage du Fort*

Mr. Wm. Hodgins has taken the contract for the delivery of the cement to be used in building the C.N.R. bridge which is to span the Ottawa River above Portage du Fort.

A serious accident happened on Monday morning at the C.N.R. station, when Joseph Belisle, carter for Messrs. Stearns had one of his legs broken in two places. The accident happened at the arrival of the train from Hawkesbury when Belisle was driving in to the station with a load of lumber, the horses became unmanageable and Belisle was thrown off the load, the wheel passing over, with the above result. Dr. Smith was called in to set the fractures and the injured man is now doing as well as can be expected under the circumstances.

The G.T.R. company is building a new water tank to replace the one which burned down a few years ago, Messrs. D.D. McKinnon, and C. Cameron of this place are engaged on the job, and Mr. McKinnon will probably attend to it after it is completed

Article about Union Station and Chateau Laurier.

June 15, 1912 page 6

When Engineer Thomas Collins of Belleville was steaming along at a lively clip in charge of the International Limited one mile west of Lansdowne Thursday afternoon he noticed a body on the track in time to stop the train before it reached it. The lifeless form was that of a man mangled almost beyond recognition. Some of the passengers, however, identified the body as that of John Kelsey, a well-known oarsman, who resided on Charleston Lake. It was taken on to Lansdowne station where Dr. Shaw, the coroner, opened an inquest. Kelsey went to Brockville Thursday morning, bound for Lansdowne to visit relatives. He boarded No. 7 express, leaving there at 1:50 in an intoxicated condition. The supposition is that the man went to sleep, and awakening after the train had passed Lansdowne attempted to jump off. In doing so it is thought he fell between the cars.

Two or three old derricks slowly falling to complete ruin, stretches of rusty tracks, broken dump cars alongside a 1,000 foot channel skirting the Deschenes Rapids at Britannia are all the evidence today of a fortune the Metropolitan Electric Company put into a scheme via which Ottawa was to be supplied with cheap light and power.

Some day the work may be resumed --

--plan was to cut a channel alongside the Deschenes Rapids, turn the water from Lake Deschenes into the channel, build a dam at the end where it ran into the Ottawa River, install the necessary harness, develop power and transmit it to the city and the factories which it was thought would locate on the large site of over 100 acres which the company own adjacent to the dam

Work started in the spring of 1898-- Brewder and MacNaughton were given the contract --work was continued in 1899 and early in 1900. Money scarce and closed down in 1900.

A movement is on foot in Hull with the object of trying to get the C.P.R. Company to abandon its idea of building a new station on the Gatineau road and erect one in the centre of the city instead. It is suggested that if the city council would give the Eddy Park for the purpose the railway company would probably be prepared to build a \$200,000 station and perhaps a hotel also.

The prominent business men of Hull are likely to be selected as a deputation to confer with the railway company before plans are undertaken to build a new station.

Duke at Kingston. Kingston, Ont. June 18. The Duke of Connaught will arrive in the city Wednesday on the morning train over the Kingston and Pembroke railway at eight o'clock. The cars Cornwall and York will be attached to the train at Sharbot Lake. The Duke will go over to the Royal Military College for the ceremony, which commence there at 10.30 a.m.

Work on the section of the new CNR station at Smiths Falls commenced yesterday. (Rideau Record).

Brockville Ont., June 15 - The G.T.R. is about to start the erection of new shops on property purchased a few years ago adjoining the Manitoba yards, and north of the coal chutes. The new buildings will have accommodation for forty-seven engines. One of the present shops will be used in addition to the freight shed and the others will be torn down to make way for a new station at the head of Buell street.

Article. Alfred Peat will be on the Market

Articles on the new Central Station and Chateau Laurier

Shareholders meeting soon

The Morrisburg and Ottawa Railway proposition.

While surveying has been done, actual construction work on the proposed Morrisburg and Ottawa Electric Railway has not been started. A meeting of the men who have subscribed, or promised to subscribe, to the enterprise will be held sometime within the next two months, when plans will be discussed for raising the necessary capital.

The Journal understands the proposal at first was to have a capitalization of \$138,000, made up of shares at \$100 each, and that so far \$27,600 has been raised through two calls of \$10 each being made to the stockholders.

The Journal has been asked to ascertain what has been done with this \$27,600.

Mr. Robert Bishop, secretary - treasurer of the company, when seen at the office in the Canada Life Building, Sparks St., took the ground that no one but the president of the company, Mr. J. Oliver, was authorized to make any statement pertaining to the company's finances.

Mr. Oliver when questioned said: "Survey work has been done, but no actual construction work. I do not think it would be opportune at this time to make any statement as to where the money has gone. If any of the stockholders want information they can get it by applying at the property proper quarters, but I have nothing for publication."

Mr. Oliver was told certain parties wanted to know what had been done with the money so far paid in, but said "he had nothing to say regarding this."

He was also given an opportunity to say where the rolling stock would be purchased and whether the stockholders had determined definitely what part of Ottawa East or other portions of Ottawa their terminus in the city would be in. He did not care to discuss this, merely stating that a meeting would be held within the next two months to talk over matters.

A gravel train with a big gang of Polacks is removing gravel from Wallace's Cut this week.

G.A. Howard sent a few teams down to Bristol, Monday to work on the C.N.R. construction.

Serious Accident

When the wedding party of Mr. Hoysted and Miss. Hurley was returning from Vankleek Hill to East Hawkesbury on Wednesday, a serious accident happened at the C.P.R., station. There were three engines in the yards and at the station several horses took fright and there was a serious mix-up. Several horses got into the ditch and several carriages collided. One young lady, Miss. Fitzgerald, was thrown out and badly shaken up. It looked very serious for a time, but fortunately so far as is known, no person was seriously hurt.

28/06/1912 *Eastern Ontario Review* *Central of Canada* *McAlpine*

Work on New Railway

Work is progressing satisfactorily on the new Central Railway of Canada at McAlpine. The shanty is now nearly completed and the contractors office is ready for occupancy.

The C.P.R. has put in the required siding for connections and much of the material required for actual construction is now on the grounds. Men, horses, etc., are being put to work daily. Much of the right-of-way has been purchased from McAlpine to South Indian and the work will be rushed as rapidly as possible

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Wanted by Central Railway of Canada - good heavy teams for grading. Apply at Contractor's office, McAlpine, Ont. Jn. 7

28/06/1912 *Eastern Ontario Review* *Vankleek* *Dalkeith*

The men who have been erecting the water tank here went to Casselman this week.

02/07/1912 *Ottawa Journal* *Ottawa, Rideau Lakes and Kingston*

OTTAWA - KINGSTON RAILWAY

Surveyed Line has Been Inspected.

Branch From Smith's Falls to Perth Likely.

Enthusiastic Meeting in Support of Project Held in Perth - Work Likely to be Started in the Spring - Means Much to Ottawa

Last week a party consisting of the general manager of The Ottawa Rideau Lakes and Kingston railway, one of the directors of the road and a representative of the Engllah syndicate that propose the financing of the enterprise, went over the surveyed line from Kingston to Ottawa. This line will bring within easy access a number of important villagea and business centres between Ottawa and Smith's Falls, and at the same time give easy access to many of the beauty spots of the Rideau River.

Continuing southward from Smiths Falls, the line will continue in a comparatively straight line to Kingston, here and there touching the chain of lakes at such points as Portland, Morton, Seely's Bay, etc.

These gentlemen also visited Perth and Lanark, the idea being to build a branch from Smith's Falls to Perth, and thence to Lanark, thereby giving a railroad service to this isolated town, and thereby developing the many natural resources such as building stone and marble.

An enthusiastic meeting was held in Perth on the evening of Wednesday of last week, Mayor Hall presiding. The following afternoon at one o'clock a gathering of some thirty or forty citizens of Lanark was presided over by Dr. Scott.

One of the directors, Rev. Mr. Clayton, explained the work that had already been done, the manager, Mr. Upson, detailed what the line proposed to do, while Mr. Clougher explained on behalf of the English capitalists the necessity for immediately completing the survey to Lanark, if this portion of the road is to be considered in conjunction with the Ottawa - Kingston line.

Both meetings heartily endorsed the scheme, and during this week a joint meeting of Lanark and Perth citizens will be held to take some definite action.

It is confidently expected that early in the spring construction work will be commenced. Ottawa naturally is much interested in this enterprise, since it will fill a want that has been long felt.

03/07/1912 *Lanark Era* *Ottawa, Rideau Lakes and Kingston*

Railway Matters.

Railway matters were precipitated somewhat suddenly here last Thursday afternoon by the visit of three gentlemen who are engaged in the very meritorious enterprise of linking up a railway that needs money with money that needs a railway. In other words two of these gentlemen represent the Ottawa, Rideau Lakes and Kingston Railway, and the third represents British capital. Dr. Scott who has certain monetary interest in the railway mentioned, was appraised of the coming of these men and he quickly rounded up all the businessmen, with the result that when the appointed hour of one o'clock arrived there was a first-class representation of Lanark's trade and commerce on hand at the town hall to hear what the visitors had to say. Dr. Scott took charge of the meeting and briefly introducing the speakers, called upon Rev. T. D'Arcy Clayton of Perth. This gentleman reviewed the life of the Ottawa, Rideau Lakes and Kingston Railway Co. its aims and objects, all of which he set forth clearly and satisfactorily. Next came Mr. U.L. Upson, a practical railway man, who has had wide experience and is engaged by the Company to place it on a practical basis. He also stated his part of the case lucidly and well. Last of the visiting speakers was Mr. T. R. Clougher of London, England, representing British capital. This gentleman said he had investigated the proposition as far as a railway from Ottawa to Kingston is concerned and he felt satisfied it would pay. He could recommend the project to his principals, feeling confident they would take it up. It was purely a business proposition. Show the men who bought railway bonds that the railway could earn money to pay interest and retire these bonds at maturity and there was no difficulty in getting the money. He believed the Ottawa and Kingston Railway was such a scheme and his belief was founded on his knowledge of the district and its development. If Lanark and Perth wished to get included in this railway proposition, he would ask them to supply him with a plan of profile, survey, maps and all obtainable data, before July 26th, the date that he sailed for Britain, to lay the matter before his friends. From what he had seen and heard he thought the Lanark-Perth and would pay better than the eastern part of the Ottawa-Kingston line. In submitting the project he would divide it into three sections, A. B. and C., in order of merit, and the Lanark-Perth section would be section B. Mr. Thos. B. Caldwell spoke and in a discussive way took up the probable cost of such a line and the possibilities which it held as a revenue producer. From these figures he gathered that it would be decidedly a good paying line and he would be glad to support it in every possible way. Reeve Forbes, called upon, pointed out the many and varied sources of revenue from which such a line would draw. It was a crying need of Lanark for the last fifty years and he hoped something would be done. This scheme had his hearty co-operation in anything he could do. Reeve Foy of Perth spoke of the monopoly held by other lines. He would like to see it broken. He welcomed competitive railway communication and would do all that he could as an individual to help the company. Messrs. J. Boyd Caldwell, Arch. McDonald and others spoke briefly and the meeting adjourned, after deciding by motion that Lanark, Perth and the Ottawa and Kingston Railway confer at a meeting to be held later on at Perth, and they decide on the steps to be taken. The proposed line is electric, standard guage [sic], using an eighty pound rail, capable of running the ordinary freight cars of any and all other lines. The total mileage would be 107 miles; cost complete with equipment, about \$2,000,000.

04/07/1912 *Ottawa Journal* *Smiths Falls* *Holbrook Crossing*

A new C.N.R. station, to be known as Holbrook Crossing, is being erected about six miles from Smiths Falls, on the farm of Mr. John Wesley Holbrook, Montague.

After years of delay, the Central Railway of Canada, which was formerly called the Ottawa Valley Railway, and which will form part of the Montreal-Midland grain route, has entered upon the construction period, some 28 miles or more being now under contract between McAlpine, on the C.P.R. Ottawa Short Line and South Indian, on the Grand Trunk, as the new railway crosses the two big lines west of the Ottawa River. The Central location, after crossing the Island of Montreal, from the eastward, crosses the Back River a short distance above the C.P.R. bridge, and traversing Jesus Island to St. Eustache, a second bridge of considerable length crosses the Thousand Islands River, thence northward to Hawkesbury, where the company have running rights over the Canadian Northern bridge. A few miles more and McAlpine is reached, where the initial contract has been sub-divided and five or six sub-contractors are at work. A spur will run from South Indian to Ottawa.

06/07/1912 *Ottawa Journal**Alexandria*

The special Grand Trunk train which left Ottawa at 8.15 o'clock on Wednesday morning, July 3, carrying 200 members of the American Library Association, arrived in Montreal at 11 o'clock the same morning, making a record run, which was very much appreciated by the delegates and their friends, who were warm in their praise of the Grand Trunk service.

06/07/1912 *Ottawa Journal**Beachburg**Rideau River Hogs back*

Includes two photographs of construction.

Twelve thousand bags of cement in bridge.

C.N.R. five span structure over the Rideau is huge undertaking.

Spanning the Rideau River, about four miles and a half from the city, the Canadian Northern Railway has a few span bridges under excellent headway.

The cement piers, four in number, are already finished, also the abutments on the eastern side.

All that remains to be done at present, to allow the wooden trestle work to be started is topping off the western abutment with about four feet of cement, which will be finished in the course of the coming week. Each pier is fifty feet in height from the bottom of the foundation, about ten feet below the surface at low water.

No difficulties or delays were experienced throughout the operation save with pier No. 4 on the western side, and here it was due to the erroneous soundings of those who went before.

Marked in the plan as rock foundation, the base of pier No. 4 was to measure 16 feet by 36 feet, but when actual work was begun, quicksand formation was discovered necessitating the enlargement of the base to 20 feet by 40 feet.

A drill was sunk in the middle of the proposed base in the primary stages of erection and on being drawn out water followed it as in an artesian well. One hundred and twenty-eight piles were driven for support and the work since has been speedily carried on. Between 12,000 and 15,000 bags of cement have been used in the cement work of abutments and piers.

Simultaneously with the work on the bridge supports, two twenty-five foot cement walls are being built about 500 feet away from the western abutment, for the purpose of bridging the Metcalfe Road, the approach to be made by way of a cedar trestle. Were it not for this extra piece of work, trestle work could have been started this week.

There will be five spans in the new bridge. From either abutment to the nearest pier the span will be 76 feet 6 inches, and three central spans of 100 feet 4 inches. The graded embankment on the east side running through the Dowler Farm is being rushed so that the laying of tracks will be possible with the completion of the bridges, which will be by the first of September.

Double tracking will be placed on the new bridge and the road from Ottawa to Toronto which will be open to traffic before the end of the present year.

Something less than a mile away, construction work on the main line, Montreal to Vancouver, is being carried on to form a junction with the Ottawa - Toronto line at this point.

Construction of the cement work was under the able superintendency of Mr. Charles Johnston.

08/07/1912 *Ottawa Journal**Ottawa Terminal*

C.P.R. tunnel is not to be started this year.

Government has given consent to undertaking but company is carefully considering project. More.

11/07/1912 *Chesterville Record**Central of Canada*

After years of delay the Central Railway of Canada, which was formerly called the Ottawa Valley Railway, and which will form part of the Midland-Montreal grain route, has entered upon the construction period...., some 28 miles or more being under contract between McAlpine on the CPR short line and South Indian Station, on the Grand Trunk, as the new railway crosses the two big lines west of the Ottawa River.

The Central, after crossing the Island of Montreal, crosses the Beck a short distance above the CPR bridge and traversing Jesus Island to St. Eustache, a second bridge of considerable length crossed Thousand Island River, thence northward to Hawkesbury where the company has running rights over the Canadian Northern Bridge/ A few miles more and McAlpine [sic] is reached where the initial contract has been sub divided, and five or six sub-contractors are at work. A spur will run from South Indian to Ottawa.

11/07/1912 *Chesterville Record**Cornwall*

C.L. Harvey C.E. expects to have engineers at work in a few days locating the St. Polycarpe to Cornwall railway which is to pass about half a mile north of Williamstown. A charter has been obtained for this line which is to run from a point on the CPR at or near St. Polycarpe southerly and westerly through the County of Glengarry to Cornwall.

12/07/1912 *Eastern Ontario Review**Central of Canada**McAlpine*

McAlpine. We are proud to report that the engineering staff of the arm of the Central Railway of Canada from McAlpine to Fenachvale has been made strong by an addition to the staff. Foot by foot the work is progressing. The shanty is now complete with sleeping room and cooking for fifty-one men. The contractor's office is fully equipped. Telephones have been installed and they are now ready for business. Five sub-contractors are on the construction work and report everything is progressing satisfactorily. The men, however, find the warm weather very trying.

12/07/1912 *Eastern Ontario Review**Central of Canada*

Central Railway of Canada

Montreal, July 5 - After years of delay, the Central Railway of Canada which was formerly called the Ottawa Valley Railway, and which will form part of the Midland-Montreal grain route, has entered upon the construction period, some 28 miles or more being now under contract between McAlpine on the C.P.R. Ottawa short line, and South Indian Station on the Grand Trunk, as the new railway crosses the two big lines west of the Ottawa River.

The Central, after crossing the Island of Montreal, from the eastward, crosses the Beck River, a short distance above the C.P.R. bridge, and traversing Jesus Island to St. Eustache, a second bridge of considerable length crosses Thousand Island River, thence northward to Hawkesbury where the company has running rights over the Canadian Northern bridge. A few miles more, and McAlpine is reached, where the initial contact has been sub-divided, and five or six sub-contractors are at work. A spur will run from South Indian to Ottawa.

FRACTURED LEG MOUNTING STEPS

Miss Dorothy Gavrette of Hull Met With Accident at Ottawa Station of Hull Electric Railway.

While coming up the steps from the Hull electric line terminus at the bridge this morning. Miss Dorothy Gavrette. of Hull, slipped and fell back, fracturing her leg. Miss Gavrette is about nineteen year of age. Sh was on the steps and was about to turn back to meet a friend when she men [sic] with the accident. She suffered considerably and was immediately taken to her home, where her injury wss attended to.

16/07/1912 *Ottawa Journal**Hull Electric**Aylmer*

Storm Caused Much damage

Several Poles on New Aylmer Car Line Were Blown Down

A new line in course of construction by the Hull Electric Railway from Deschene to Aylmer suffered considerably by the storm yesterday evening, and several of the poles were torn down and literally reduced to matchwood.

One of the generators on the Aylmer lighting circuit was also slightly damaged by the storm.

16/07/1912 *Ottawa Journal**Hull Electric**Chateau Laurier*

Cannot use cars under the Plaza.

The Hull Electric Railway is experiencing considerable loss and inconvenience on account of the delay in the construction of the new Plaza bridge in Ottawa. Until this work is completed they are unable to proceed with their new loop line under Sappers Bridge.

The company has six new semi-convertible single end pay-as-you-enter cars and also three of the old ones remodelled to that system, but these nine cars are lying idle in the sheds on account of the delay complained of.

16/07/1912 *Ottawa Journal**Hull Electric*

The Hull Electric Railway is building a new, storage, inspection and minor repairs shed on the corner of Chaudiere and Adelaide streets, Hull. The building, which will be absolutely fireproof, will cost about \$25,000, and will be 300 feet long and 40 feet wide, and will have a holding capacity of twenty-seven cars.

The construction is of brick and steel with concrete floors and inspection pits and the doors are of rolling steel.

16/07/1912 *Ottawa Journal**Renfrew**Carp*

Carp. Mr. W. Glennie, Galt, spent last week in this vicinity buying and shipping hay. The Milne and Glennie Co. have a few more cars of hay to be shipped from the station here, which wil end the shipment of last year's hay crop.

16/07/1912 *Ottawa Journal**Alexandria**Ottawa Gas*

Gas plant likely to be removed from King Edward avenue to Lees avenue provided agreement can be reached with G.T.R. regarding siding. Article.

17/07/1912 *Ottawa Journal**Ottawa Electric*

Accident to car No. 530.

18/07/1912 *Ottawa Journal**New York Central**Finch*

While walking along the track of the Ottawa and New York Railway, and picking berries growing by the track side, Mrs. Hiram McMonagie was yesterday instantly killed , the accident occurring on the line near Finch.

18/07/1912 *Morrisburg Leader**Cornwall*

Mr. C.L. Hervey, C.E., and a party of engineers started from Cornwall Wednesday to select a route of the proposed railway from St. Polycarpe P.Q. to Cornwall. A charter has been secured for this line and work will be rushed forward as soon as the preliminary survey is made. The road will run from a given point on the Canadian Pacific at or near St. Polycarpe, and will run westerly and southerly through Glengarry and Stormont to Cornwall, passing about half a mile north of the village of Williamstown.

18/07/1912 *Kingston Daily British Whi**Kingston (CN)**Rideau station*

Rideau station fire

Two buildings destroyed by spark from locomotive

Rideau station, near Kingston Mills, was on Saturday evening (13/07) completely wiped out by fire, which started about nine o'clock. The blaze started from a spark from a locomotive but was not noticed until about ten o'clock, and then it was too late to do anything towards putting it out. As the locomotive was passing a spark flew out, and as the roof had just been lately shingled and was very dry, it did not take long to put an end to the building. At the place where the fire occurred there are only two buildings, on the blaze spread until both buildings were in flames.

As soon as the fire was noticed, the people living in the vicinity set in to fight it, but as they were handicapped by the lack of water, it did not take long to get beyond control.

The reflection could be plainly seen in the city and some people thought that someplace had been struck by lightning.

The people who had been living at the station moved to the city last week, and so there was no person in the house at the time of the fire.

19/07/1912 *Eastern Ontario Review**Vankleek**Dalkeith*

The gang of men who have been working on the new G.T.R. water tank left Saturday for Valleyfield.

24/07/1912 *Ottawa Journal**Other**Beemer dies*

Quebec. H.J. Beemer, a former well known contractor who was for a time identified with many Quebec enterprises has passed away in London Eng. Where he went some years ago to recuperate his health. News of his death was received in Quebec yesterday. Mr. Beemer who came from Pennsylvania twenty years ago, was connected with several great undertakings in Quebec. He built the Quebec and Lake St. John Railway, the Quebec and Montmorency Railway, now the St. Anne division of the Quebec Railway, Light, Heat and Power Company, a new water main for the city and the new St. Louis and Kent gates. He was one of the promoters of the present street car system and had the first charter granted for its construction. Mr. Beemer later went to Arizona where he went into gold mining, and also had silver mining interests in Mexico. His health finally broke down and he crossed the Atlantic to recuperate.

Deceased was well known in Ottawa, having been the contractor for the Gatineau Valley and Pontiac Railways which were later purchased by the C.P.R.

Probably the greatest triumph of Mr. Beemer's career, however, the construction of the Interprovincial Bridge - a giant structure, the last link connecting his two railways with the heart of Ottawa.

The work was done under great difficulty , and only the perseverance and industry of Mr. Beemer finally rendered its construction a success. The long spans of the bridge crossing the Ottawa River and uniting the two provinces will ever remain a lasting memorial to the name and genius of H.J. Beemer.

25/07/1912 *Chesterville Record**Prescott**Prescott silk*

Four carloads of Chinese silk were ferried across the river from Prescott Friday. The consignment arrived at Vancouver on the steamer Empress of India on July 13th.

25/07/1912 *The Equity, Shawville**Beachburg**Portage du Fort*

Mr. William Hodgins' teams began hauling the cement last week for the C.N.R. bridge above Portage du Fort. An immense quantity will be used.

Plans for a C.P.R. bridge over the old aqueduct were submitted to the Board of Control yesterday afternoon with a recommendation from the engineer of the city that the privilege of building the bridge be granted. The railway company wants the bridge in order to increase their yard facilities --

Another Railroad

Mr. C.L. Hervey, C.E., and a party of engineers started from Cornwall Wednesday to select the route of the proposed railway from St. Polycarpe, Que., to Cornwall. A charter has been secured for this line and work will be rushed forward as soon as the preliminary survey is made. The road will run from a given point on the Canadian Pacific at or near St. Polycarpe and will run westerly and southerly through Glengarry and Stormont to Cornwall, passing about half a mile north of the village of Williamstown.

Norway Bay. The residents of the Bay are much elated over the prospects of the Canadian Northern Railway which is being rapidly constructed in close proximity to the Bay. It is expected that a station will be built at a convenient distance, so as to allow the campers easy access to the Bay. The C.N.R. will follow the Ontario shore as far as the Chats Falls, where the Ottawa will be bridged, then along the Quebec side as far as Snow Boom where the Ottawa will again be crossed. This railway will considerably lessen the distance from Ottawa to Norway Bay.

A new mail pouch collecting and delivering device, which it is hoped, will prove vastly superior to the present system, has been tested by a number of prominent officials of the Railway Commission and of the Grand Trunk Railway at Ottawa within the past couple of days. The device is the invention of Dr. W. H. Corthill of Washington, D. C., and has been approved by the United States Government. It consists of a swinging gate attached to the door of a railway mail car and a crane erected at the side of the track. The gate is so constructed as to strike a pouch of mail suspended from the crane at an angle of 30 degrees thereby reducing the shock of contact and throwing the sack of mail safely into the car. A great advantage is that it does away with the necessity of a clerk standing at the open door of a car to throw the pouch out. The officials were highly pleased with the eight trials which took place, some of them at the speed of 50 miles an hour, and expressed the opinion that this system was the right one, provided that several minor matters could be adjusted to local requirements. Up to the present mailbags have only been caught up, weighing 10 lb and under but now the new device has no such limitations.

A special general meeting will be held at 79 Laurier Street on August 29.

Some trouble arose some time ago over an account of the late John McFarlane, who had collected subscriptions for the company. The deceased would sell stock, collecting the money for a month and placing it to his own account before turning it over at the end of that period to the secretary treasurer of the company. After his death he had a small sum of money credited to him and a some misunderstanding arose between his executors and the company as to how this should be credited.

This trouble was settled some time ago - his executors do not claim the money.

There are understood to be three proposals as regards the road's entrance into the city, one of which will be decided upon. The financial position of the company is good and there appears no reason why an early start should not be made. Incidentally the construction of the new road may solve a problem which has been perplexing members of the publicity bureau, the securing of transportation facilities to factory sites in the southern and eastern parts of the city, although the secretary of the company would not discuss this when seen.

Mr. James Oliver of Ottawa is the President of the Morrisburg and Ottawa Electric Railway Company and the head office is now in Ottawa, having recently been transferred from Morewood.

A consignment of four cars of Chinese silk, valued at \$400,000 which was ferried across from Prescott to Ogdensburg, en route to New York, was brought from China to Vancouver by the steamer Empress of India, and was rushed across the continent in less than five days.

The weather on Wednesday was most favorable for the upwards of 500 excursionists who took advantage of the trip offered by the Sunday Schools of Winchester and Chesterville. About 250 boarded the train at Chesterville and these were joined by over 100 at Winchester and other contingents at Inkerman, Mountain, Kemptville etc. The Union station at Ottawa was reached at 10.30 o'clock.

By arrangement the Ottawa Electric Railway had special cars in waiting and the majority went immediately to Britannia Park, many taking advantage of the opportunity to go directly to the city. This park is a most beautiful one with every convenience for a pleasant day in the open.

Ottawa is a beautiful city and with its electric car service visitors can go to a variety of attractive spots such as Parliament Hill, Rockcliffe Park, Chaudiere Falls, Experimental Farm and in the neighbourhood of government driveways. The excursion party left Ottawa at 8 p.m. sharp last evening and arrived at Chesterville at 10.30. All were delighted with the day's experiences. The Sunday School officials were greatly pleased and the two schools will net a substantial profit from the venture.

Four men were killed in a blast at Maberly on the C.P.R. construction work

Mr. S.E. Leger, of Montreal, travelling freight agent, Canadian Northern Railway, was in town this week interviewing manufacturers and business men with regard to a fast freight service on the Ottawa - Montreal section of the C.N.R. which will be operated in connection with the Ottawa and New York Railway. The special freight will leave Montreal at 10 p.m. due to arrive in Ottawa at 7.30 the following morning; leaving Ottawa at 9 a.m. due to arrive Montreal at 7 p.m. Direct connection will be made with the O. & N.Y. for shipments to and from all points on this line.

The Canadian Northern Railway is pushing ahead with the work of building an arch across Main Street to bear the track. The retaining wall abutments and piers are finished. The tracks are being raised about six feet above where they originally were in order to do away with any grade from the bridge to the station. Next week the arch spanning the street will be begun. It is to be sixty feet wide and will be a great improvement over the old wooden affair now doing duty.

Victim Returned to Spot the Search Search for His Remains.

When two of the crew on a light Grand Trunk freight train saw a man, apparently a tramp, try to board the train and fall backward off the fender, they believed that he must surely have been instantly killed. The train was running at a high rate of speed and directly the next station was reached the engineer reported the accident to Prescott, where orders were given to have the track searched for the body.

A group of sectionmen were in the act of getting a hand car on the rails, preparatory to rushing away, when a delapidated stranger strolled into the station, and seeing the men struggling with the car and hearing a chance remark about an accident, calmly volunteered the information that he was the victim adding nonchalantly, "You can't kill a Shamrock."

C.N.R. Train at Smith Falls

Smiths Falls, Aug 1 - The first Canadian Northern train to arrive here pulled in yesterday. It came over the C.P.R. and was switched to the C.N.R. tracks about a mile from town. It consisted of a locomotive and a string of flat cars. It began laying track at once and in addition to a switch into the yard of Malleable Castings Co., about half a mile of rails was laid on the main line north of town. The work of laying the steel between here and Ottawa will be vigorously pushed from now on, and it is expected that the line will be in operation this winter.

08/08/1912 *Chesterville Record* *Smiths Falls*

The Canadian Northern Railway has bought Mr. Fred Wilton's farm of 200 acres at the edge of Smith's Falls for the sum of \$9000. The company has purchased seventeen acres from Mr. Ernest Kerfoot at a price of \$8,500. There is a gravel pit on the latter estate.

08/08/1912 *Chesterville Record* *Smiths Falls* *Smiths Falls*

The first CNR train to reach Smiths Falls was on Tuesday last when an engine and five flat cars arrived over the CPR tracks. It is expected that the line from that town to Ottawa will be in operation by this winter.

08/08/1912 *Chesterville Record* *Winchester*

Council Meeting. [excerpt]

A special meeting of the Village Council of Chesterville was held on Aug. 29th.

Members present: Chas. Chambers, reeve; Dr. Ellis, Wesley Hamilton, H. G. Merkley and Thos. Wholehan, councilors.

Moved by Geo. H. Ellis, seconded by H. G. Merkley, that owing to accidents which have happened at the C. P. R. crossing in this village, the clerk be authorized to write the C. P. R. divisional superintendent asking him to instal an electric bell at C. P. R. crossing in this municipality

Moved by W. Hamilton, seconded by Thos. Wholehan, that this council protest against the condition of things in connection with our passenger service at Chesterville, on the C. P. R. at the present time and that we request the clerk to write the superintendent at Smith's Falls and request him to have all passenger trains stop at Chesterville, or at least one through train each way each day.

Moved by H. G. Merkley, seconded by Geo. H. Ellis, that the communication of A. E. Baker of Merrickville re the train service of the C. P. R., asking us to join in petitioning the Railway Commission be held until we hear from the C. P. R. Railway.

08/08/1912 *Chesterville Record* *Kingston (CN)* *Prescott*

According to an agreement entered into between the Grand Trunk Railway and the town of Prescott the company will remove its terminals from Brockville to Prescott within the next two years in consideration of a fixed assessment, cheap water and light, and the building by the corporation of a subway at a dangerous crossing at estimated cost of \$25,000. The Grand Trunk binds itself to expend \$150,000 in terminal facilities and has already 845 acres of land purchased or under option to meet the requirements of the new engine shops and yards.

The change will mean the removal from Brockville of at least 500 men who represent a payroll of about \$350,000 annually. All that now remains to give Prescott the boom is the ratification by the ratepayers of a bylaw authorizing the subway expenditure and necessary land purchases, which it is said, will carry by a sweeping majority. Brockville has been a terminal of the Grand Trunk since its construction 57 years ago.

09/08/1912 *Eastern Ontario Review* *Central of Canada* *McAlpine*

Mr. E.W.McAlpine has arranged a settlement with the Central Railway of Canada for damages done his farm by the crossing of the railway. He is allowed \$95 an acre.

12/08/1912 *Ottawa Journal* *Hull Electric*

Service Delayed by Car Off the Track.

The service on the Hull Electric Railway was delayed for quite an hour about five o'clock yesterday owing to one of the main line cars displacing the switch and becoming derailed at the corner of Youville street and Laurier avenue, Hull. The freight engine was soon on the scene and with some quick work the car was replaced on the track and proceeded on its journey.

12/08/1912 *Ottawa Journal* *Hull Electric* *Hull*

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The service on the Hull Electric Railway was delayed for quite an hour about five o'clock yesterday owing to one of the main line cars displacing the swltoh and becoming derailed at the corner of Youville street and Laurier avenue, Hull. The freight engine was soon on the scene and with some quick work the car wa replaced on the track and proceeded on its journey.

15/08/1912 *Morrisburg Leader* *Prescott*

Six thousand dollars worth of Chinese silk was ferried over to Ogdensburg from Prescott on Friday, and after being inspected by the customs men, left for New York as a special train with fast running rights. The silk reached Vancouver on the Empress of Japan, August 3rd, and left there for the east the next morning. This was fast work from ship to destination.

15/08/1912 *Morrisburg Leader* *Havelock*

Robert Patterson, a C.P.R. sectionman of Maberly was killed by a train on his way home from shopping in Perth Saturday night. He had taken his parcels of the jigger on which he was riding and laid them on the bank. While he was endeavoring to remove the hand car, death evidently came to him instantaneously. Deceased was unmarried but leaves a widowed mother and two sisters.

16/08/1912 *Eastern Ontario Review* *Alexandria* *Alexandria*

On Saturday afternoon last about two o'clock little Isaac Theoret, aged fourteen, crawled under a freight car standing on the siding at Alexanfria. He wanted to keep out of the rain, and did not notice an engine shunting on the track. The car was moved in shunting and the little fellow caught under it. His left leg and right arm were both severed. He died Sunday morning.

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On Tuesday morning a section man Mr. Chartrand. was riding on a speeder when he was struck by an express about 9 o'clock. The train was stopped and he was picked up and brought to the station where he lived for only a few minutes.

These double accidents inside of a week have cast a gloom over the town.

18/08/1912 *Renfrew Mercury* *Kingston (CP)*

Today (14th) the Kingston and Pembroke Railway shareholders authorized the leasing of the railway in perpetuity to the Canadian Pacific Railway and in a short while it will be a part of the great system. The rates of the greater line will have force on the branch road.

19/08/1912 *Ottawa Journal* *Smiths Falls* *Smiths Falls*

Building at the C.N.R. yards goes steadily on, the foundation of the station and about three feet of the superstructure being completed, and the express office begun. The latter is a brick building and the station stone with concrete foundations.

To Begin Electric Line Soon

Work will commence within 30 days on road to Morrisburg

Ottawa, August 20. "Work will be commenced on the Ottawa & St. Lawrence Electric Railway within thirty days," stated Henry F. Darrell, of Toronto, to-day. We are going to build the section between here and Morrisburg first."

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

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

Also in Merrickville Star-Chrinicle 22 August 1912

21/08/1912 Saskatoon Star-Phoenix

Ottawa and St. Lawrence Electric

EARLY START.

Ottawa and St. Lawrence Railway Will be Rushed Through.

By Leased Wire to The Phoenix

Ottawa, Aug. 20. Work will be commenced on the Ottawa and St. Lawrence Electric railway within 30 days, stated Henry F. Darrell, of Toronto today. We are going to build the section between here and Morrisburg first."

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

21/08/1912 Berlin News Record

Ottawa and Arnprior

"Work will be commenced on the Ottawa and St. Lawrence Electric Railway within 30 days," stated H.F. Darrell of Toronto yesterday. "We are going to build the section between Ottawa and Morrisburg first."

22/08/1912 Morrisburg Leader

Ottawa and St. Lawrence Electric

Gasoline cars to be used on a big loop line.

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

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

\$4,000,000 capitalization.

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

A big loop line.

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

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

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

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

Gasoline Cars.

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

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

23/08/1912 Brockville Recorder

Smiths Falls

Smiths Falls

The CNR station at Smiths Falls is well underway. The foundations, which are of concrete, have been finished and the first three feet of the superstructure of handsome stone have been placed. They have already begun to lay the brick for the express office and the whole when finished promises to be a fine building.

24/08/1912 Ottawa Journal

Ottawa Electric

Photo of new switch at Sparks and Elgin - story.

29/08/1912 The Equity, Shawville

Beachburg

It is said the railway contractors who are grading the line of the C.N.R. along the front of Bristol and Clarendon, are finding it hard to secure men, although fairly good wages are offered. --

30/08/1912 Renfrew Mercury

Brockville

Conductor Chapman has a souvenir which is getting to be eligible for the antiquarian section. It is a timetable of the old. B. & O. in the period when the world girdling C.P.R. ran from just Brockville to Sand Point. --the road had but five locomotives -- They were named the Mississippi, the Madawasca and the Tay. The fourth did some sputtering shunting in Brockville, and the fifth was a reserve force. The Tay worked the Perth branch. There were twenty four box cars, three passenger coaches and a combination car. -- Central Canadian.

31/08/1912 Ottawa Journal

Beachburg

Fitzroy

A new contract on a C.N.R. rock cut has been let to a Montrealer, the name of whom cannot be learned. The contract will be a difficult one to fulfill as the rock in this district is of remarkable hardness and dulls the drills in a very short time. Two blacksmiths are kept busy sharpening the drills.

To the Shareholders of The Ottawa & St. Lawrence Electric Railway Co'y.

TAKE NOTICE that a Special General Meeting- of the Company will be held at the Union Bank Chambers, Metcalfe, Ontario on Wednesday, the 18th day of September, at the hour of one o'clock in the afternoon, to consider and if deemed advisable to ratify and confirm the following By-Laws passed by the Directors of the Company on the 28th day of August. 1912:

1. A By-Law to increase the Capital Stock of the Company from One Million Dollars to Four Million Dollars by the Issue of 30,000 new shares of the par value of \$100.00 each.
2. A By-Law for the ratification of an agreement between the Railway Company and The Ottawa and St. Lawrence Construction Company, Limited, providing for the purchase by the said Construction Company of a right of way for the Railway Company's line, for the construction of the said Railway Company's line, and for the equipment thereof for the consideration as therein mentioned.

Dated at Ottawa this 28th day of August, 1912.

F. IVESON.

Secretary

03/09/1912 *Ottawa Journal**Ottawa Electric*

Elgin street cars on double track--

04/09/1912 *Lanark Era**Ottawa and St. Lawrence Electric*

Ottawa and St. Lawrence Electric Railway

Messrs. J.A. Morden & Co., of Toronto have purchased the charters of the Ottawa and St. Lawrence Electric Railway and the North Lanark Railway and are now busy getting things in shape for financing their Company, known as the Ottawa and St. Lawrence Electric Railway. Mr. Morden visited Perth last week. On Saturday night Messrs. T.P. Caldwell, Dr. Scott and C.M. Forbes met him in Perth and had an interview in which Mr. Morden outlined his project. He is getting his directorate together and already has some big names on the board. He feels confident that his company will be successful and that he will have no difficulty in raising the money in England. The railway is what is known as the loop line and is in no way connected with the Ottawa, Rideau Lakes and Kingston Railway, for which line a survey was made from Lanark to Perth a short time ago.

05/09/1912 *Kemptville Weekly Advance* *Morrisburg and Ottawa Electric*

Morrisburg and Ottawa Railway

A meeting of the directors of the Morrisburg & Ottawa Electric Railway was held in Ottawa Wednesday, and was attended by Messrs. J.F. Ault and J.A. Campbell, two of the provisional directors of the old company. Mr. Ault says some of the best men in Canada are in the new company which will have plenty of capital, and he was assured that an early start would be made in the construction of the road. The first portion to be built will be between Ottawa and Morrisburg, Winchester being one of the principal points to be touched.

06/09/1912 *Eastern Ontario Review**Westport**Lyn*

Brockville Aug. 29. - Nathan Purvis a well-known resident of Lyn, five miles west of here, was killed on the B., W. & N. Railway tracks between here and Lyn this afternoon, his body being terribly mangled. Purvis had been here and was walking home along the tracks, on which, it is said, he lay down and fell asleep.

06/09/1912 *Eastern Ontario Review**Morrisburg and Ottawa Electric*

New Electric Railway

It begins to look as though the Ottawa-Morrisburg Electric railway Co. directors do not look favorably upon the offer of their rivals, the Ottawa, St. Lawrence Electric Railway to buy them out, giving them share for share in the latter company for their holdings in the former one.

At least, the Morrisburg Co. held its meeting today at 79 Laurier Ave. West and no steps were taken towards accepting the St. Lawrence Co.'s offer as contained in a letter written a couple of months ago.

"We would not take action in any case" said a director today, till every shareholder was consulted. As many of these live out in the country it will take some time to get their opinion. Meanwhile the offer stands. The directors are inclined to think, anyway, that the offer of share for share is not good enough.

The New Directors

The three new directors elected were J.G. Kilt, R.J. Biggars and J.W. Bogart, of Morewood, Ont., the total number of directors now being seven instead of five, as R.A. Bishop, sec-treas of the company who was also acting as a director, resigned the latter office in order to retain his secretary-treasurership

The Big Possibility

The new Ottawa and St. Lawrence electric road, should it decide to build all the lines for which it has a charter will achieve a connection of Ottawa and Montreal by electric railway.

The present company has a charter for a line from here direct to Morrisburg. Then east along the St. Lawrence, it has a charter for a spur line to the edge of the province of Ontario.

The point in question is a very few miles from the City of Montreal and the Montreal Tramway Company have a charter for a line from Montreal city to that point. Indeed a considerable portion of the Montreal line in question is already built.

It is thought that once the Morrisburg is built, with the connection proposed from here to Cornwall, the twenty odd miles between the two lines will be connected. Each will in all probability arrange for running rights over the other line. Thus the people of Ottawa and the people of Montreal would have a direct connection with each other by electric railway.

That such a connection would have an important effect on the Montreal-Ottawa traffic there can be no doubt. Several other instances prove that once two cities are connected by electric railway the steam railways lose most of the passenger traffic. In the State of Washington, although Seattle and Tacoma have several steam roads, the great bulk of the traffic is carried by the electric road because of the greater comfort, less dirt, the more frequent service and the more frequent stops, people nearly always prefer the electric car trip. In addition the difference in time is not so great as to be a factor - Free Press

12/09/1912 *Ottawa Journal**L'Orignal**Laframboise*

Laframboise station hit by lightning.

12/09/1912 *Chesterville Record**Smiths Falls**Smiths Falls*

Mr. James Carr, bridge inspector for the CNR arrived in Smiths Falls on Saturday to arrange for the construction of the bridge over the Rideau river there. The bridge, which is to be built at this point, is of the type known as the Scherzer Roller Lift, and as yet there are only two of the kind in Canada. It is expected that the work will be commenced at once.

THE CHEERFUL MR. DARRELL

Well Known Local Promoter Now Boosting an Electric Railway

On Sept. 20 construction work will be commenced on the Ottawa and St. Lawrence Electric Railway which is a suburban line running from Ottawa to Morrisburg, Canada. Henry F. Darrell of Toronto who is the promoter of the project says that this section will be the first constructed. Later on a branch will be run to Cornwall and several other lines are in contemplation meeting a number of the smaller Canadian cities in that vicinity. The company is capitalized at \$4,000,000 the financing was done through Morden and Co at Toronto. It incorporated under an Ontario charter

- Wall Street Journal

13/09/1912 *Perth Courier**Smiths Falls**Richmond*

The new Canadian Northern line in eastern Ontario will soon be open to traffic. With the ballast pits at Richmond open work between that point and Smiths Falls and to eastern points will be carried forward with a rush.

16/09/1912 *Kingston Weekly British W* *Ottawa and St. Lawrence Electric*

Purchased the Franchise.

J. O. Morden & Co., brokers, Toronto, have purchased the franchise of the Ottawa and St.

Lawrence electric railway, which will run from the capital to Morrisburg, thence along the river front to Brockville, thence north-west through Athens, Toledo, Lombardy, Olivers Ferry, Perth. Balderspn, Lanark, and as far as Braeside, and thence east to Ottawa.

19/09/1912 *Ottawa Citizen**Ottawa and St. Lawrence Electric* *Metcalfe*

TO BEGIN WORK ON NEW ROAD

Contracts Signed For Ottawa and St. Lawrence Ry.

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

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

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

"We are all properly organized and all that is left now is the building of the railway, Mr. W.J. Purkiss of Prescott, told the Citizen representative last evening. The directors all have great faith in the railway, and an encouraging feature is that so far not one dissenting voice has been raised in any of the towns or villages through which the railway will pass, The directors have carefully explained the benefits to be gained by the construction of the company, and the farmers and residents alike are very anxious for its hurried completion."

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

19/09/1912 *Chesterville Record**Smiths Falls**Smiths Falls*

The life [sic] span of the new CNR bridge which is being built at Smiths Falls it [sic] to be 57 feet wide and the total weight of the bridge on the centre pier is 270 tons. The centre balance weight made of concrete will weigh about 150 tons. When the bridge is in place this counterweight will be about 50 feet above the rails. It will be worked by an electric motor, but will also be furnished with hand power equipment.

The construction of the bridge is causing great interest.

19/09/1912 *Morrisburg Leader**Morrisburg and Ottawa Electric*

Go Over the Road

The directors of the proposed Morrisburg and Ottawa Electric Railway, in two autos came in town Monday afternoon, inspecting the surveyed route throughout, with which they expressed themselves as well pleased. They took a trip to Waddington and it is reported they have interested some Americans in the enterprise. One of the directors informed The Leader that sufficient capital is now available to build the road to Metcalfe, but the directors prefer to more fully capitalize it before making a start, and in this respect everything looks cherry [sic], as many Ottawa capitalists have signified their willingness to take stock.

The party included J. Oliver, J.G. Kilt, R.W. Bishop, R.J. Bigger, George Kelly, J.W. Hogart and W.O. Strader

On Monday afternoon, president Oliver and directors Rilt, Bigger, Bogard, W.C. Strader, with secretary J.R. Bishop and solicitor Kelly, of the Morrisburg & Ottawa Electric Railway, came out from Ottawa by autos en route for Morrisburg. While here W.C. Strader directed them to the east end of the village where the survey of the proposed line is to go. On their way from the capital they followed the route of the proposed line as near as possible. The officers of the undertaking seem pleased with the proposed route and are determined to push the construction as soon as possible.

20/09/1912 *Perth Courier**Smiths Falls**Smiths Falls*

The new steel bridge the Canadian Northern is erecting at Smiths Falls is called a Sherzer, and is the third to be erected in Canada, one at Montreal and the other at Salmon Arm B.C. It works on the principle of a child's rocking horse. The lift span is 57 feet long and the total weight of the bridge on the center pier when the bridge is in motion is 270 tons. The center balance weight made of concrete will weigh about 150 tons. When the bridge is in place this counter weight will be about 30 feet above the rail, as the bridge is lifted the counterweight comes down until it rests on the rails when the bridge is up. This will serve to grand for trains. The width of the bridge will be 17 1/2 feet. It will be worked by an electric motor but will also be furnished with power equipment and will be evenly balanced and so perfectly made that a man will be able to lift it with one hand. Operating by electricity, everything will be done automatically, signal lights changed according to the position of the bridge without touching it.

A New Lift Bridge Across the Rideau - Constructed by the Canadian Northern Railway - Third of it's kind to be constructed in Canada (Rideau Record.)

An important piece of work in connection with the building of the Canadian Northern Railway line through here is the new bridge across the Rideau River above Jones' Lock. During the winter the big cement piers to carry the structure were made and now the men are here to erect the bridge. The work will be watched with considerable interest, as the bridge is to be of an entirely new design. It is known as a Scherzer, designed and patented by the Scherzer Bridge Co., of Toronto, and will be sent here in sections so accurately made and fitted that it will go together without the sound of saw or hammer. There are only two other bridges of the kind in Canada, one at Montreal and one for the C.N.R. at Salmon River. It works on the principle of the child's rocking horse and is plainly shown in the accompanying cuts. The first shows the bridge in the act of being lifted. The second shows what it will be like when it is up to permit boats to pass. The lift span is 57 feet wide, and the total weight of the bridge on the center pier when the bridge is in motion is 270 tons. The counter balance weight, made of concrete will weigh about 130 tons. When the bridge is in place this counter weight will be about 30 feet above the rails, as the rails when the bridge is up. This will serve as a guard for trains when up. The width of the bridge will be 17 1/2 feet. It will be worked by an electric motor, but will also be furnished with power equipment, and will be so evenly balanced and so perfectly made that a man will be able to lift it with one hand. Operated by electricity, everything will be done automatically, signal lights changed according to the position of the bridge without touching them. About 25 men will be employed and it is expected that it will take from four to five months to complete the work of erecting. Mr. T. Riley will be in charge for the Foundry Company. Mr. James Carr, bridge inspector for the C.N.R. is here just now getting the work started.

24/09/1912 *Ottawa Citizen**Hull Electric*

Placed Ties on car track

Dastardly attempt to Wreck Hull electric car.

A dastardly attempt was made by some person or persons unknown to wreck one of the Hull electric cars on the Aylmer line about 7 o'clock Sunday evening, and a bad accident was only averted through the alertness of Motorman C. Legros, in charge of the car in question.

Two large railroad ties had been placed across the rails, at a point near the trestle bridge adjacent to the scene of the disastrous wreck on the C. P. R. in March last, with the evident intention of causing a wreck.

The 6.45 p.m. car from Aylmer, of which Mr. Legros was motorman, was filled with passengers returning from Aylmer. On approaching the trestle bridge the motormen noticed an obstruction on the line and brought his car to a standstill.

Upon investigating he found two railroad ties placed directly across the tracks so wedged that if the car had struck them it would undoubtedly have been derailed.

Legros remove the obstruction and proceeded with his car to Hull where he reported the affair to the officials of the company. Mr. Gordon Gale, manager of the Hull electric, at once notified Sheriff Wright, who dispatched bailiff Treau to the scene of the attempted wreck. Treau hit himself in the bush alongside the track in the hope that the miscreant would return to make another attempt but although he remained in hiding for upwards of two hours his vigil was unrewarded.

Although extensive enquiries have been made by the officials of the company and the police department no clue has so far been obtained as to the identity of the person responsible for the attempt to wreck the car.

25/09/1912 *Ottawa Journal**Montreal and Ottawa**Roundhouse*

Smoke from the C.P.R. roundhouse has been proven a nuisance to the locality and Dr. Hoggets at the instigation of the Board of Control was asked yesterday to investigate the matter under the Public Health Act.

Residents in the vicinity of a large apartment house in Elgin street are also complaining bitterly of the volume of smoke which comes from the chimneys of the building, particularly in the early morning.

26/09/1912 *Chesterville Record**Morrisburg and Ottawa Electric*

On Monday afternoon of last week president Oliver and directors Rilt, Biggar, Bogard with W.C. Strader, with secretary J.R. Bishop, and solicitor Kelly of the Morrisburg and Ottawa Electric railway came out from Ottawa by autos en route for Morrisburg. On their way from the capital they followed the route of the proposed line as near as possible. The officers of the undertaking seem pleased with the proposed route and are determined to push the construction as soon as possible.

26/09/1912 *Morrisburg Leader**Ottawa and St. Lawrence Electric*

To Commence Work On New Road

Contracts Signed For Ottawa and St. Lawrence Railway

Account of a meeting - Ottawa Citizen 19 September 1912

26/09/1912 *Chesterville Record**Ottawa, Smiths Falls and Kingston*

Kingston & Ottawa Electric Rly.

This Electric Railway to operate between Ottawa and Kingston has already been surveyed, and the front lots on Lorne Street, in Rideau Heights, will face on this Electric Line. It is expected before long, and will quadruple prices in Rideau Heights on arrival.

(Note - it is assumed that this refers to the Ottawa, Smiths Falls and Kingston Electric Railway)

26/09/1912 *Kemptville Advance**North Lanark*

Belt Line Railway

Winchester Press: Gas-electric car will be used on a new railway which is to circle the eastern end of the Province, and on which it is announced work will be started immediately says the Globe of Monday. It will be known as the St. Lawrence Railway, and will operate under a provincial charter granted three years ago in which is swallowed up the old charter granted to the North Lanark Railway in 1890. Continuing the Globe says: Mr J. A. Morden and Mr. R.E.D. Percy, Toronto men, are pushing the project. They returned from Ottawa on Saturday after completing arrangements to have construction survey parties start out at once, followed by the construction gangs in less than a month. Mr. Morden is the head of J.A. Morden & Co., who are promoting the road, and Mr. Percy is representing the English capitalists who are underwriting the bond issue.

27/09/1912 *Ottawa Citizen**Ottawa, Rideau Lakes and Kingston*

MOURN HIS LOSS

O., R.L. and K. Railway Directors and Late E. Kidd

Obituary

02/10/1912 *Ottawa Journal**Kingston (CP)*

The Bay of Quinte Railway train inbound from Tweed this morning jumped the track. The second car from the engine and four freight cars, the mail car and a passenger car were hurled down an embankment. The engine remained on the track and brought the news to Kingston.

Mrs. Alfred Brown of Moscow was killed. Two women were seriously hurt, Mrs. Fahland of Clam Falls, Wis., who suffered terrible cuts about the head in addition to internal injuries. She is likely to die. Mrs. A.A. Yourex of Moscow received severe injuries to the back.

There were fifteen passengers on the train at the time and it is a miracle that several were not killed.

See also Accident file.

03/10/1912 Ottawa Journal

Beachburg

Rideau River Hogs back

The Canadian Northern Railway Company's line from Toronto to Ottawa will probably be running for freight purposes, if not for passenger traffic before the close of the year. This is the expectation of the officials of the C.N.R.

The new big steel bridge over the Rideau is now practically completed which, with the bridge over the Jock River already completed, leaves the section from Ottawa to Smiths Falls ready for the putting down of the rails. The work on this is the next to be undertaken.

04/10/1912 Renfrew Mercury

Beachburg

Pembroke

Describing the route of the Canadian Northern through the county town, the Observer says: the crossing of the C.P.R. will be about three-quarters of a mile below the Government Road, instead of on this side, as stated last week. The survey, as stated, runs about 50 feet south of Wellington street and will cross McKay street at Mrs. Wolfe's. Taking a sharp curve from McKay's across the river to the west end of the bridge (over the ? Moffatt property) there will be an overhead crossing of main street and the line will run over the Milling Co's office to Moffatt's hill. Somewhere on that hill the station may be located, but it is quite possible also that property for a station may be purchased on either side of McKay street, near the C.P.R. This, however, is a matter which has not yet been decided upon. The location of the shops is another matter which is at present engaging the attention of the company's officials. The survey through the town is completed.

04/10/1912 Renfrew Mercury

Renfrew

An unusual use is being made of the GTR. In co-operation with the Ontario Government, a specially-modified car has been transporting black bass fingerlings to remote lakes in the Highlands of Ontario. Seventy-four thousand have been planted with five thousand little bass going to Cache Lake. The bass grow quickly and after three years they are of a catchable size. Anglers report that fishing has improved greatly.

09/10/1912 Ottawa Journal

Ottawa Electric

Plaza Bridge

Cars soon to run on Plaza

In as short a space as three weeks possibly two, the cars may be running right through over the Rideau street section of the Plaza.

City engineer Kerr and Mr. Williams, a Public Works Department engineer, visited the Plaza today to settle the grades for the tracks that are to be laid.

It is thought the Street Railway Company will start work on this at once, which will mean the removal of tracks from Wellington Street near the Chateau Laurier in a few days.

09/10/1912 Ottawa Journal

Ottawa and St. Lawrence Electric

Construction of new gas electric line to begin at once.

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

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

09/10/1912 Ottawa Citizen

Morrisburg and Ottawa Electric

START WORK IN MAY NEXT

Construction Morrisburg and Ottawa Line.

At the annual meeting of the Morrisburg and Ottawa Electric Railway company, held in St. Patrick's hall yesterday afternoon, officers and directors were elected and it was decided to commence work on the new road next May.

There was a large attendance at the meeting and everybody appeared sanguine in regard to the prospects of the road. The following are the directors for 1912: Messrs. J. Oliver, J. O. Kilt, R. K. Reardon, J. W. Bogert of Morewood; V. C. Strader of Williamsburg; Hector McDonald and R. J. Biggar of Ottawa. The new officers are: President J. G. Kilt; vice-president, Hector McDonald; secretary-treasurer, R. A. Bishop. Mr. G. D. Kelley will be legal representative and Mr. G. L. Blatch auditor of the road. The financial statement showed sufficient funds ready for a start and every thing in good shape.

According to the charter the line is to be run from Ottawa to Morrisburg. The proposed route will take in Leitrim, South Gloucester, Greely, Metcalfe, Ormond, Winchester, Winchester Springs, Williamsburg and Glen Becker, but it may be varied while the matter of entrance in the south part of the city has yet to be definitely announced. The distance is 47 miles and gasoline electric cars will probably be utilized, - President King having seen them in operation in Ohio and Indiana.

The matter of awarding the contract for the road's construction has yet to be dealt with but there is no doubt an early start will be made.

10/10/1912 Kemptonville Weekly Advance Brockville and Ottawa

FIFTY YEARS AGO

The Merrickville Chronicle dated August, 22, 1865, says:

Brockville and Ottawa Railway

It affords us a great deal of pleasure to be able to announce the opening of this road to Sandpoint, which took place yesterday. Trains commencing on that day to make their first trips through. This has necessitated a change of time, making the train later in the morning, arriving in Brockville at 1.30 p.m., instead of 10.20 a.m. as heretofore. It returns in the evening at the same hour as formerly. This change has also produced one in our mail arrangements. The Brockville mail being now despatched at 8 p.m.

10/10/1912 Chesterville Record

New York Central

Finch

A number of men and boys of this place took advantage of the special train to Cornwall on Monday night to hear Sir Wilfred Laurier speak at that place. A couple of men were robbed of some money and all report a rough time coming home.

10/10/1912 Morrisburg Leader

Morrisburg and Ottawa Electric

Morrisburg and Ottawa Line

Construction Work on this Electric Line to Commence May Next

(see Ottawa Citizen 9 October 1912)

10/10/1912 The Equity, Shawville

Beachburg

The C.N.R. engineers have prepared a plan of the proposed station for Clarendon Front on lots 15 and 16, range 2, for the council's approval or otherwise. --

11/10/1912 Ottawa Journal

Central of Canada

A dispatch from Midland says, "A meeting of citizens was held yesterday to consider the construction of the Central Canada Railway from Midland to Montreal. This company has had a charter for some years and is entitled to a very large land grant under a charter granted before Confederation. The company has recently floated its bonds in England and has let a contract to a large English contracting corporation for the construction of the railway from Montreal to Midland. The first section, from Montreal to Ottawa, is in course of erection and steel is laid for a considerable distance. It is proposed next spring to start construction on the western section, from Montreal westerly and from Midland easterly.

C.N. Armstrong, who is president of the company, and J.C. McLellan today addressed the Midland ratepayers. An offer has been made to the Dominion government to grant running rights to the Intercolonial Railway from Montreal to Midland, a distance of 335 miles.

The meeting passed a resolution approving of the project and undertaking to assist in carrying it through, and authorizing the formation of an organization to secure the usual Dominion and provincial subsidies.

Killed on C.P.R. Track

man said to be Guss Gumerson was killed by the west bound train on the C.P.R. about half way between Vankleek Hill and McAlpine last Monday morning.

He and four others were walking on the track and the others got out of the way but Gumerson was struck and killed instantly, his head was badly shattered.

11/10/1912 Renfrew Mercury Locksley Pembroke

A sequel to the recent purchase of the big Gordon block by the G.T.R. came this week in a transfer affecting one of the oldest business blocks in Pembroke, the large White block on the corner of Pembroke and McKay streets, owned by Mrs. R. White and occupied by Mr. S.F. beach, furniture dealer and Mr. A. James, butcher. The new owners are Messrs. Hunter & Co. Ltd. wholesale grocers, who for years have occupied the Gordon block, and who with the other tenants of the latter building have received notice to vacate next spring, when the building will be transformed into a station by the G.T.R. It is understood that the price paid was in the neighbourhood of \$15,000.

17/10/1912 Merrickville Star-Chronicle Morrisburg and Ottawa Electric

BEGIN WORK NEXT MAY

On Construction of Morrisburg and Ottawa Electric Railway
(Ottawa Journal)

The construction work on the Morrisburg and Ottawa Electric Railway will be commenced next May, though the contract has not yet been let. This decision was arrived at yesterday when the annual meeting was held in St. Patrick's Hall and the officers and directors were elected.

There was a thoroughly representative gathering at the meeting and all appeared sanguine in regard to the prospects of the road. The proposed route which will be from Ottawa to Morrisburg, will embrace Leitrim, South Gloucester, Greeley, Metcalfe, Ormond, Winchester, Winchester Springs, Williamsburg and Glen Becker.

The distance is about 45 mile and the cars that will probably be used are the gasoline electric, the same that are operating in Indiana and Ohio.

The following are the directors for 1912 : Messrs. Oliver, J. O. Kilt, R. B. Reardon, J. W. Bogart, of Morewood ; W. O. Strader, of Williamsburg ; Hector McDonald and R. J. Biggar, of Ottawa. The new officers are: President, J. G. Kilt; vice-president, Hector McDonald; secretary-treasurer R. A. Bishop. Mr. G. D. Kelley will be legal representative and Mr. G. L. Blatch auditor of the road.

18/10/1912 Eastern Ontario Review Montreal and Ottawa McAlpine

Accidental death

The coroner's inquest into the death of Gus Gumerson, killed on the C.P.R. near here last Monday was concluded on Saturday afternoon last. The verdict was accidental death. The engineer's evidence was quite clear. Gumerson got out of the way of the train but just as the train was upon him he staggered in front of the engine. The party of some four or five had evidently been drinking.

18/10/1912 Eastern Ontario Review Montreal and Ottawa Alfred

No Peat this year

No peat from the Alfred march will be delivered this year.

Owing to delays in installation of new machinery, only sufficient fuel for local consumption was manufactured during the summer.

People who have used peat in the past seasons will, therefore, be disappointed this year.

18/10/1912 Eastern Ontario Review Morrisburg and Ottawa Electric

Will Build Railway

At the annual meeting of the Morrisburg and Ottawa Electric Railway company, held in St. Patrick's Hall yesterday afternoon, officers and directors were elected and it was decided to commence work on the new route next May.

--details of attendance --

According to the charter the line is to be run from Ottawa to Morrisburg. The proposed route will take in Leitrim, South Gloucester, Greeley, Metcalfe, ormond [sic], Winchester, Winchester Springs, Williamsburg and Glen Becker but it may be varied while the matter of entrance in the south part of the city has yet to be definitely announced. The distance is 47 miles and gasoline electric cars will likely be utilized. Pres. King having seen them in operation in Ohio and Indiana.

The matter of awarding the contract for the road's construction has yet to be dealt with but there is no doubt an early start will be made.

18/10/1912 Eastern Ontario Review Central of Canada

Midland Oct. 10. - A meeting of the citizens of Midland was held to-day to consider the construction of the Canada Central Railway from Midland to Montreal. The company has had a charter for several years and is entitled to a very large land grant under a charter granted before Confederation. The company has recently floated its bonds in England and let a contract to a large English contracting corporation for the construction of the railway from Montreal to Midland. The first section from Montreal to Ottawa, is in course of construction and the steel is laid for a considerable distance. It is proposed next spring to start on construction on the western section from Montreal westerly and from Midland easterly.

Mr. C.N. Armstrong, the Vice-President of the company, and Mr. J.C. McClellan to-day addressed a large gathering of the Midland ratepayers. An offer has been made to the Dominion government to grant running rights to the Intercolonial Railway from Montreal to Midland, thus giving the Government road a much needed outlet to the lakes, and providing it with the means of securing western freight. The distance from Montreal to Midland by this road is 335 miles, and the contract for a four-tenths grade, which will insure a cheaper haul for the western grain from the lakes to the seaboard.

It would also provide the Intercolonial with an opportunity to share in the freight and relieve the congestion of the grain trade in the fall. There is now storage at Midland and at Port McNicholl - within five miles - for ten million bushels of grain, and if the Government erected a large storage elevator at this point it would be able to work in conjunction with the elevator to be constructed at Fort William, and the grain would find its way to the ocean over the Intercolonial road.

The Project Endorsed

The meeting passed a resolution approving of the project and undertaking to assist in carrying it through and authorizing the formation of an organization to secure the usual Dominion and Provincial subsidies. Mr. W.H. Benenett, M.P., spoke endorsing the project and promising every assistance in his power. Mr. J.J. Drummond of the Canada Iron Corporation pointed out that the Grand Trunk had given good service to the town, but that competition was absolutely necessary, and on behalf of the Midland terminal Railway, he promised to assist in the undertaking.

Speeches were also made by D.L. White, W. Findlayson, W.J. Parkhill and Reeve Frank Cook. Mr. Digby Horrell, the mayor, presided, and at the close of the meeting steps were taken to form a committee to proceed with the matter.

It has been definitely decided, the Journal is informed, that the main car shops of the Canadian Northern Railway will be located at Rideau Junction on the east [sic] bank of the Rideau Canal, near Hog's Back.

There has been doubt for some time as to whether the main shops of the company would be located there or not. It has been known that Sir William Mackenzie favoured Toronto, but it is stated to the Journal that the engineering department of the company, which all along has held the view that the strategic point of the system was Ottawa, succeeded last week in satisfying the directors of the reasonableness of that opinion and it was decided definitely that arrangements would be made forthwith to that end.

Rideau Junction will therefore become an important railway town. Within a few years five thousand employees of the Canadian Northern Railway will be located there, right on the borders of the capital.

It is understood that the Canadian Northern magnates have no desire to have to new town annexed to the city. In fact they will lay their plans for a separate and complete community. They will begin at once upon the scheme. The town will have its own waterworks system, and its own electric light and gas. There will be macadam and tar macadam roads, and everything will be of the most up to date and convenient character.

A number of officials of the company have been here during the past few days making the preliminary arrangements.

Five thousand employees with their families and the general business that a community creates, means that in a few years, Rideau Junction, or whatever its name is to be will be a city of at least twenty thousand inhabitants.

21/10/1912 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

SUBURBAN ELECTRIC LINE

Ottawa and St. Lawrence Company Begin Survey.

A staff of engineers under Mr. E. E. Malone, of Toronto, has begun to survey the route for the Ottawa and St. Lawrence Electric Railway, which will run from Ottawa to Morrisburg, Prescott and Brockville, with branch lines to other towns and villages in the Ottawa valley.

The survey began from a point near Holland avenue and the proposed route will cross the Rideau river near Mooney's Bay, on past the Hunt Club, then straight through to Metcalfe, from there to Winchester, then to Williamsburg and Morrisburg. This part of the road will be constructed first. When it is completed connection will be made with Prescott and Brockville and a branch line will run from Metcalfe to Kenmore and Russell.

The survey will be completed in about a month's time and then everything will be ready to begin on the construction of the road. The necessary money has been subscribed and contracts already drawn up call for fifty miles of the road being built in a year from next spring.

21/10/1912 *Montreal Gazette**Havelock**Sharbot Lake*

Conductor killed.

Kingston on. October 19th. Conductor William Green of Havelock met death near Sharbot Lake at an early hour this morning when a Canadian Pacific Railway freight of which he was in charge was jammed by another train. Green was standing on the rear platform, his train being stalled, when the train behind crashed into him.

Identical wording in the Citizen

22/10/1912 *Ottawa Journal**Havelock**Sharbot Lake*

Jury say death was accidental

Results of inquest into death of CPR conductor Green at Sharbot Lake, last week

Special to The Journal

Kingston October 22. The coroner's jury summoned at Sharbot Lake to inquire into the cause of the death of William Green, Havelock, the conductor killed on a freight train on Saturday, returned a verdict of accidental death. The Canadian Pacific Railway is conducting an investigation of his own.

24/10/1912 *Morrisburg Leader**Kingston (CN)**Lancaster*

Killed Near Lancaster

John Clark, a G.T.R. Brakeman Had Head Crushed by a Bridge

Returning from a trip to St. Albans, Vt, early Sunday morning, John Clark aged 36, a resident of Belleville, met an instant death aboard an engine hauling a freight train to Brockville, on a bridge near Lancaster station.

Clark was sent out from Brockville to St. Alban's Friday, a member of the crew of a train of which Stuart Thompson was conductor. Clark was of the opinion a journal on a car near the engine was running hot, and in looking out from the engine his head came into contact with a beam of the bridge, terribly crushing it and removing a portion of the scalp.

The remains were left at Lancaster and last night passed through here en route to his old home in Belleville for interment. Clark is survived by his wife, who is a patient in a hospital in that city.

24/10/1912 *Kemptville Weekly Advance**Smiths Falls**Rideau Junction*

Still Another New Local Townsite

C. N. R. will Make a City of 20,000 Souls between Ottawa and Kemptville

It is reported to have been officially decided by the Canadian Northern Railway Company to locate their main car shops at Rideau Junction on the east bank of the Rideau Canal near Hogs Back. A few months ago the company purchased several hundred acres of land at this point but there has been some doubt as to whether the shops would be located there or not. Sir William McKenzie favored Toronto but the engineering staff preferred Rideau Junction, and they have induced Sir William to see it as they do.

Rideau Junction will therefore become an important railway town. Within a few years five thousand employees of the Canadian Northern Railway will be located there.

It is understood that the Canadian Northern magnates have no desire to have the new town annexed to Ottawa. In fact they will lay their plans for a separate and complete community. They will begin at once upon the scheme. The town will have its own waterworks system, and its own electric light and gas. There will be macadam and tar macadam roads, and everything will be of the most up to-date and convenient character.

Five thousand employees with their families and the general business that a community creates means that in a few years Rideau Junction or whatever its name is to be will be a city of at least twenty thousand inhabitants.

25/10/1912 *Eastern Ontario Review**Kingston (CN)**Lancaster*

Engineer [sic] Beheaded

Cornwall, Ont., 22 - the body of John M. Clarke, a brakeman on the Grand Trunk railway, who was killed near Lancaster, was brought to Cornwall Sunday morning, and sent to his home at Thousand Islands Junction. Deceased, who was between 40 and 45 years of age, was in the cab of the engine when the train was nearing Lancaster, and he was looking out of the cab as he thought he saw smoke which would indicate a hot box. Just as he was doing this the train crossed a steel bridge near Lancaster, and Clarke had his head taken almost off, death being instantaneous.

25/10/1912 *Renfrew Mercury**Smiths Falls*

They are having no end of trouble at the bog over which the C.N.R. line crosses in Montague, about four miles out from Smiths Falls, says the News. Last Thursday the C.N.R. locomotive, while passing over, toppled over on its side, the track on one side sinking completely out of sight. They had to get the steam auxiliary from the C.P.R. to get the locomotive out of the mud hole.

An official announcement was made by a director of the St. Lawrence and Ottawa Electric Railway this morning that five electric train coaches have been decided upon at a total expense of \$135,000, or \$27,000 a piece for the new electric road between this city and Morrisburg. The contract given some time ago for the completion of the road calls for the work to be finished by the latter part of August 1913, or during the month of September of the same year. Thus it is confidently expected by the directors that the new road will be in operation within a year's time. The new cars will have a speed capacity of sixty miles an hour. They will, however, not run at this speed on schedule. In addition to the purchase of these cars, an electric engine capable of hauling ten or twenty ordinary freight cars, has also been purchased. The new cars will be 72 feet in length, and have their motive power in the front, as illustrated in the cut below. It is the intention of the directors to give half hour service and hold the fifth car in reserve in case of accident or use it for freight hauling purposes. (Includes a picture of a three car train.)

30/10/1912 *Ottawa Journal**Beachburg**Rideau Junction*

Canadian Northern Railway half page advertisement. Includes a plan showing the area of the wye at Rideau Junction with the land reserved for railway purposes and on all three sides land has been subdivided for houses

"An electric gasoline car service will be in operation between Rideau and Ottawa next spring."

Company ran an excursion by the steamer "Wanekewan" for the purpose of enabling interested persons to choose property. Nov. 1 from foot of Slater street at the canal basin, admission by ticket issued by the company.

01/11/1912 *Renfrew Mercury**Smiths Falls**Rideau Junction*

It is said that the C.N.R. will establish its car shops works at Rideau Junction, on the Kemptville side of Ottawa, a few miles from the city. It will not attempt to connect with Ottawa at all, but will have its own municipal systems of waterworks, tar macadam roadways, and everything to make a modern model town. Eventually, it is thought 5,000 families will be employed there.

01/11/1912 *Renfrew Mercury**Beachburg**Fitzroy Harbour*

Fitzroy Harbour is to have a railroad station and it will have a chance to say where it is to be situated. It will be on the new transcontinental line of the C.N.R. The question will come before the railway commission on Nov. 8th. The C.N.R. is applying for approval of its location.

07/11/1912 *Chesterville Record**Morrisburg and Ottawa Electric*

A large staff of engineers is in the field on the survey of the Morrisburg and Ottawa Electric Railway Company. This will make the fourth survey run through as the directors are desirous of securing the very best route and grades possible. Plans and profiles are being prepared and tenders will be called for grading very shortly.

The company found that the increased business taxed the old offices and are now moving in their suite in the Canada Life Building, Sparks Street about November first.

Every effort is being put forward to have construction work commence in April next or earlier if conditions permit.

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

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

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

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

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

There is the possibility of the second link of the St. Lawrence and Ottawa electric railway, from Ottawa to Chats Falls being surveyed this fall. The surveyors of the road have now completed their work as far as Manotick, and it is expected they will have the first stage of the new road surveyed by the end of next week and will thus reach Ottawa.

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

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

08/11/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric*

Surveyors. Busy.

Surveyors for the Morrisburg and Ottawa Railway have finished work as far as Metcalfe and will have reached the city by the beginning of next week. It is proposed to survey from here to Chats Falls next if weather permits.

08/11/1912 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

ELECTRIC RY. SURVEY

St. L and O. Will Operate 274 Miles Trackage.

Two hundred and seventy-four miles of trackage to be operated by gas electric equipment is one of the features of the Ottawa and St. Lawrence Electric Railway, the survey of which is now nearing completion. It is going to be a system that will benefit the farmers along the route, which will be from Ottawa to Morrisburg, with several branch lines.

The road is to be further extended from year to year until the whole of eastern Ontario will be served by an up-to-date standard service touching all the towns and villages within a line drawn from the city of Kingston to Pembroke and from the St. Lawrence river to Hawkesbury.

It is claimed by the projectors of this system that when the railway is established it will work a complete change in the country. With the wires of the Hydro-Electric Commission furnishing light and power to farmers and the convenience of trains stopping at main road crossings, many people will establish homes in the country, where, in addition to having every city convenience, they can supply their table with nearly every thing of their own production. Farmers now working one to two hundred acre farms will be glad to dispose of parcels in five and ten acre lots to people who will make desirable neighbors. He will also find that with a special service handling market garden products, eggs, poultry, small fruits, etc., the working of 20 to 25 acres will give him more net revenue than the whole farm before it was divided up; in addition to which he has the proceeds of land sales to invest if not invested.

The first section to be built will be from Ottawa to Morrisburg, touching Rideau townsite, the Hunt Club, South Gloucester, Metcalfe, Vernon, Ormonde, Winchester village and Springs, Williamsburg and Morrisburg, with a branch via Kenmore to Russell village.

Chief Engineer Malone, who is locating the line through this section, writes to headquarters that he finds it an ideal country and the line will be easy to construct. The section from Ottawa to White Lake via Fitzroy Harbor, Arnprior and Braeside will also be located this fall.

08/11/1912 *Eastern Ontario Review**Central of Canada**McAlpine*

Work on the Central Railway for this year has all stopped. It was impossible to get sufficient labor to get much of the steel laid this fall and the work was discontinued until next spring.

Killed Near Calumet

Calumet, Que., Nov 3. The body of Hermias Seguin, a river driver of Grenville, Que., was found on the C.P.R. tracks about a mile west of this village at an early hour this morning. Both legs were cut off and the body was otherwise mangled. It is not known which of the trains that passed during the night struck Seguin. Deceased was last seen in the village here Saturday night, and was partially under the influence of liquor. He left at a late hour to walk along the track to the logger's camp at the Rouge river, where he had been employed, and it is thought he may have went to sleep on the rails. Seguin was about twenty-five years of age and single. An inquest will be held.

08/11/1912 *Renfrew Mercury* *Beachburg* *Fitzroy Harbour*

The Canadian Northern Railway Company's site for a station at Fitzroy Harbour was approved by the railway commission this morning. Some objection was taken by a municipality of Fitzroy, whose reeve appeared in protest against the proposed crossing of two roads by the line to the station. The idea of the railway was to have the two roads which it would under present conditions intersect within a few rods of each other, brought together to make one crossing over the railway line from where they could then again separate and this was approved by the board. - Citizen.

11/11/1912 *Eastern Ontario Review* *Westport*

A motor car service is now in operation on the Canadian National Railway between Brockville and Westport, making four trips each way daily. There is also a steam train once each way daily, except Sunday.

12/11/1912 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The one hundred men who went on strike at the Ottawa Car Company' factory returned to work today. Their grievance has been settled satisfactorily, the men being granted ten hours pay on Saturday, and realizing the difficulty of getting to work on time during the winter months, the company recommended by Mr. W.K. Jeffries, will allow them one hours pay during the week to make up for time lost in this way.

14/11/1912 *Ottawa Journal* *Hull Electric*

Their Royal Highnesses the Duke and Duchess of Connaught traveled over the Hull electric in a special car, accompanied by Mr. W.R/ Baker, the president of the road, to the Ottawa Golf links.

14/11/1912 *Morrisburg Leader* *Kingston (CN)* *Brockville*

While riding through Manitoba yards at Brockville on Tuesday, on the side of an engine, conductor Holton P. Washburn, formerly of Montreal, was knocked from his position by a passing train and narrowly escaped being killed. He fell between the tracks with his right hand across one rail. The wheels of a car passed over the first two fingers, crushing them badly

15/11/1912 *Renfrew Mercury* *Locksley* *Pembroke*

Mr. J.W. Smith, the president of Pembroke's new Board of Trade, is a warm personal friend of Mr. E.J. Chamberlain, president of the G.T.R. and has used his good office with him to get a fine station for his home town. The Observer thus describes it: The plan shows a structure compared with which anything in Eastern Ontario outside of Ottawa fades into insignificance, and which will really be of city proportions. The walls of the Gordon building on the corner will be utilized, as well as those of the smaller building adjoining, occupied by Dr. Graham, Dr. Bellaire and Rollin's barber shop, both to be modernized by a change in the windows and general appearance throughout and both to be furnished with the same material. The present alley way between the two buildings will form the entrance to the main waiting room, to be erected in the rear, and over the sidewalk at the entrance will hang a covering of the porticulis type. On Pembroke street the building will have a frontage of 114 feet and on McKay street 124 feet, while on the Pembroke-McKay street corner will be a tower which will add grace to the appearance of the whole. There will be five storeys facing on Pembroke street - two east of the main entrance and three west of it, while the two upper floors of the main building will be divided into offices modernly furnished and fitted. On McKay street will be the ladies waiting room, lavatories, gentlemen's waiting room and baggage room, with also an entrance from the street. The main waiting room, to adjoin the rear of the two connected buildings, will have dimensions of about 50x40 feet with a ceiling 20 feet high and here will be located the ticket offices, etc. The station platform will run outside this main waiting room, with No. 1 track, on which passenger trains will enter and leave alongside it. Work will commence next spring.

16/11/1912 *Ottawa Journal* *Beachburg* *Rideau Junction*

Ottawa is to have a new trolley line electric line next spring operated by the C.N.R. between Ottawa and Rideau Junction. This will be a rather unique form of transportation as it will be a combination of the electric and gasoline car. The car will be similar to the large ones used on the Britannia line. The C.N.R. are operating a number of these between Quebec and ILke St. John with much success. The C.N.R. station at Rideau Junction will be erected next spring and will cost about \$20,000.

21/11/1912 *Ottawa Citizen* *Prescott* *Prescott***DISASTROUS BLAZE**

Nine Freight Cars Destroyed at Prescott Sheds.

(Special to The Evening Citizen.)

Prescott, Nov. 21. The freight shed of the C. P. R. located on the company's wharf here was totally destroyed by fire last night, together with over nine carloads of freight. The total loss will be in the neighborhood of \$40,000 the greater part of this being for the freight. The building was one-storey frame about 200 feet long by 80 feet wide, and at the time of the fire nine loaded cars were standing on the track inside. They were all burned besides what other freight was on the floor of the building. The freight office in one end of the sheds was also destroyed.

The night watchman, Joseph Bartrand, first noticed the reflection of the fire in the building shortly before eleven o'clock last night. He located the fire in about the center of the sheds among the freight, which was for the most part merchandise consigned to the different merchants in Prescott; It was spreading very rapidly, and when the fire brigade arrived, after responding quickly to the call, there was no hope of saving the building.

Everything about it being of wood it made a tremendous blaze. It looked for a time as if it would spread to the neighboring structures, including the big elevator not far away. However the brigade was able to confine the flames to the one building and the upper portions of the wharf, which were also burned. The facing of the wharf was saved.

There is no idea as to how the fire started. One of the office staff of the company had been in the office until after ten o'clock that night and everything was all right when he left as far as he could see. The night watchman, says he saw no one around the sheds later, and the fire chief is inclined to think that the fire started from spontaneous combustion or something of that nature. However, a report gained circulation that the fire was started by an incendiary, and the police are investigating such charges, although it is claimed there is little to support such an assumption.

21/11/1912 *Ottawa Journal* *Prescott* *Prescott*

The freight sheds of the Canadian Pacific Railway at Prescott were destroyed last night by fire. A large quantity of freight was lost and damage is estimated at \$40,000.

Police are investigating a report that the fire was started by an incendiary.

To Messrs. W.P. Costello and Gordon Munro, two young men of Pembroke, has the contract of constructing the big C.N.R. railway bridge near Fitzroy Harbour been sub-let by Messrs. John Brennan and Hugh Grant, who are chief contractors for all work to be done between Fitzroy Harbour and Portage du Fort, all of which is now under way except the harbour bridge, and this will now be commenced as soon as Messrs. Costello and Munro can get their plant on the ground. The Harbour bridge will be of steel and concrete and will have a length measurement of 1502 feet and it will be built for railway traffic only. Although the Harbour bridge is a large one, it is much smaller than the one now under construction at Portage du Fort. - Arnprior Chronicle.

23/11/1912 *Ottawa Journal**Morrisburg and Ottawa Electric*

Morrisburg - Ottawa Ry

Street Railway Committee Will Recommend Granting of Rights.

Ottawa is soon to have another railway and the intention is to begin construction work in March next.

Last night Mr J.G. Kilt, Mr G Kelley, Barrister, and others representing the Morrisburg and Ottawa Railway waited on the Street Railway committee, and after a lengthy discussion the latter decided to recommend granting them running rights on certain city streets for a period of 15 years, practically on the same terms as the Street Railway.

They will pay the city at the rate of \$450 per mile, where they travel on unpaved streets, \$1,000 a mile where thoroughfares are paved, and also 10% of revenue on business within the city limits.

The new line will be a single track, and will enter the city east of Bank Street, proceeding along Riverdale to Main Street in Ottawa East, and along to the Rideau Canal.

Messrs. Kelley and Kilt told the committee that all they wanted were running rights on the streets, and explained that if the matter did not go through at once there would not be time to advertise the by-law for the necessary three weeks, thus possibly meaning a delay of another year.

The original request was for running rights for 15 [sic] years, but Ald. F. Desjardines explained that, while he was favorable to granting the request he was opposed to 15 years, saying Ottawa ratepayers were not in favor of granting charters for long periods. He saw the possibility of the city some day, perhaps, wanting to buy out street railways, and he did not think rights for 25 years should be allowed.

Ald. Ault and Hogg favored granting the request, but opposed undue haste. They refer to the arrangements that the city has practically made with the Street Railway company as to laying tracks in that part of the city before long, and thought it might be advisable to first consult them on the matter.

Mr. Kilt reminded the committee that when the Ottawa and New York, and the Grand Trunk Railways entered Ottawa they were given bonuses, whereas all the Morrisburg and Ottawa Railway company was seeking was running rights which were only equal rights with other concerns.

Those present were: Alds. Forward, chairman, Slinn, Ault, Hogg, Desrosiers, Desjardines and Campbell

23/11/1912 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Being repaired, pier one of the best ever built. Description of diamond drilling tests. Good drawing as well.

23/11/1912 *Ottawa Citizen**Hull Electric*

Hull Electric Asks Power to Come in by New Route.

The Hull Electric Railway Company has given notice in the Canada Gazette of its Intention to apply to parliament this session for Dominion incorporation, empowering the company to extend its line into Ottawa by an independent line or over the tracks of any other company, and authorizing it to enter into an agreement with the C. P. R. or the Ottawa Northern and. Western Railway Company to lease its railway to either of these companies and to increase its bonding powers.

At the local C. P. R. offices it was stated that the application did not imply the seeking of any other entrance into the city than that which the railway at present has under Dufferin bridge. The Ottawa Northern and Western Railway is that part of the C. P. R. tracks on Alexandra bridge, over which the electric railway now runs. It is understood the application is more for purposes of ratification than anything else, The Hull Electric Company is at present rearranging its system under Dufferin bridge.

27/11/1912 *Ottawa Journal**Hull Electric*

The Hull Electric Railway Company will likely double track their C.P.R. local line, running through Brewery street to the Chelsea road. This will mean that the electric company will be responsible for the paving of eighteen feet of the street, leaving only nine feet each side of the road, the cost of paving of which will have to be borne by the corporation and proprietors in shares of one-third and two-thirds respectively

28/11/1912 *Chesterville Record**Prescott**Prescott*

Shortly before midnight on Wednesday last week fire broke out in the CPR offices and freight sheds at Prescott and in less than three hours the large frame structure, with its contents, was completely destroyed together with nine box cars on the freight shed siding loaded with general merchandise. In one end of the sheds were stored 200 tons of coal, which were destroyed. The heavy losers are the CPR, the Canadian Customs and the R&O Company suffered somewhat by having their offices destroyed. The extent of the damage is roughly estimated at from \$60,000 to \$75,000.

28/11/1912 *Ottawa Journal**Ottawa Electric**Plaza Bridge*

With the actual beginning of the work of laying the rails across the Plaza this morning it may be taken for granted that conflicting reports regarding the running of the cars across the new square this winter are now laid to rest.

Definite action will be hailed by the merchants and public generally with great relief. The cars will probably be running early next week.

A number of men are hard at work this morning laying the connections at both the Rideau and Sparks streets ends. This will be completed in about a week. In the meantime the cars will run as far as Elgin street and there a transfer will be given to connect with the Rockcliffe, St. Patrick and Rideau street lines.

Mr. O'Toole of O'Toole and McGillivray, contractors, said today that the Plaza was now completed with the exception of the stone fence and this will be finished by Saturday.

Then the great derricks, the fences and the piles of rubbish which have marred the beauty of this part of Ottawa for so long will be removed and the Plaza will be revealed in its completed state.

29/11/1912 *Ottawa Journal**Ottawa Electric**Plaza Bridge*

Now that the work of laying the rails for the Plaza tracks has actually begun, the Ottawa Electric Railway is sparing no labor to rush this work to completion. "We have engaged all the men we can lay our hands on," said Superintendent Burpee this morning, "and are trying to finish the work by Monday. Night and day gangs are continually at work and the connection for one of the two tracks is already made. We expect to experience more difficulty at the Rideau street end as there it will be necessary to lower the grade considerably and consequently much excavating will have to be done..

However, we are making a great effort to have the cars running on the Plaza by Tuesday next."

This includes a picture taken from a window of the Grand Trunk station over the Plaza bridge.

29/11/1912 *Renfrew Mercury**Beachburg**Pembroke*

Canadian Northern station outside of Pembroke.

Would cause too much upsetting of conditions to go through the town. Full account.

HULLELECTRIC RAILWAY.

The Hull Electric Railway will commence operation of pay-as-you-enter cars on the line to Aylmer. Passengers are requested to leave the car by the rear entrance at these stopping places that have at present short platforms. Passengers will not be required to pay their fare on entering the car at Ottawa at the present time.

02/12/1912 *Ottawa Journal**Ottawa Electric**Plaza Bridge*

The work of connecting the rails for the Plaza tracks is still progressing with all possible speed. Both connections at the Sparks street end are already made while only one connection remains at Rideau street.

The tracks are now being filled in under the direct supervision of Superintendent Burpee who said this morning the cars would be running on Wednesday.

05/12/1912 *Morrisburg Leader**Kingston (CN)**Brockville*

A fatal pitch in

Wilson W. Bromley, of Brookville, a Popular and Trusted Engineer, Killed in the Yard Here Early Friday Morning.

At 12. 15 on Friday morning last during an immense fog, a fatal accident occurred at the depot here. Wilson W. Bramley, a most popular engineer of the Grand Trunk Railway and a life-long resident of Brockville, was the victim. He was in charge of engine No. 12741 attached to a freight train, and was on his way west. When taking the siding here to permit another train to pass, the air brake went into emergency and the train was stopped with a portion of it extending on the main line. So soon as the brakes were applied the pin holding the knuckle of the engine and the drawbar of the first car was severed. Engineer Bramley and conductor C. Laviolette were endeavoring to repair the break, when the other train bumped the the Caboose and Bramley was caught in the region of the abdomen and terribly cut and squeezed, while Laviolette had his elbow injured. Bramley must have died almost instantly. He was picked up and taken to the waiting room. Dr. Casselman, coroner, summoned a jury on Friday, and after viewing the body, the inquest was adjourned until 1 30 today. The hearing has been going on all afternoon, and was further adjourned until next Friday, December 13th.

The remains of the dead man was taken to Marsh's undertaking rooms and prepared for burial, going up on the Moccasin on Friday night.

Mr. Driver, of the law firm of Hutchison and Driver, of Brookville was present at the inquest in the interest of Mr. Bramley's relatives.

05/12/1912 *Ottawa Citizen**Havelock**Sharbot Lake*

Charge Against Foreman.

Kingston. Ont., Dec. 5. It is alleged that a foreman employed by the Canadian Pacific Railway in a construction camp near Sharbot Lake has departed with money and checks amounting to \$500. The company and a representative in the city this afternoon prepared to swear out a warrant, but the papers will be taken out at Belleville owing to the fact that it is the headquarters of the company.

09/12/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric***RATEPAYERS TO DECIDE QUESTION**

As To Whether Suburban Railway Should Enter City at South End.

The board of control for two hours this morning discussed the application of the Morrisburgh and Ottawa Railway for an entrance into the city and rights to run along Riverdale ave and Main street to the proposed site of the terminal station. It was finally decided to submit a bylaw to the ratepayers to give the railway entrance into the city to a terminal point on Riverdale avenue, not more than two hundred feet east of Bank street.

The question of rights along Riverdale and main will be discussed by the board this afternoon.

The Ottawa Electric Railway Company was represented by Mr. L. Travers Lewis, K.C., and the other company by Mr. G. D. Kelley, of Ewart, Scott, Maclaren and Kelley. Mr. Lewis pointed out that the Morrisburg charter has been in existence since 14th April, 1908, and the time for commencing its construction has, on the application of the company to the legislature, been twice extended, no construction work having been begun thereon, although the charter has been in existence for 4 1-2 years. The present applicants are only the owners at present of a paper charter.

The Ottawa Electric Railway Co. has already agreed with the city to build and operate a double-track extension of its line southerly along Main street and Riverdale towards Billing's bridge, as soon as the Pretoria avenue bridge is built across the canal. This is the route that the Morrisburg Company is now seeking authority to appropriate. By the Morrisburgh and Ottawa Company's own charter, as obtained by themselves in 1910, that company took power from the legislature to "arrange and contract with any existing railway company for running arrangements from a point in or near the city of Ottawa to and into the said city." This application is both a bold one and premature. It will be time enough to consider the Morrisburgh Company's requirements as to access within the city limits when it has been shown its bona fides in a substantial way by building its line in whole or in part. The application is premature when made by paper-charter holders only.

Moreover, the Ottawa Electric Company's charter rights will expire in 11 years, and the Ottawa company are thus at present merely the predecessors in title of the city of Ottawa, who will then doubtless own and operate the Ottawa Street Railway as a municipal institution. It would be unwise, therefore, for the city to tie itself up with the Morrisburg and Ottawa promoters, unless and until that line was ready to come into Ottawa. When that time arrives, some years hence no doubt, the city of Ottawa can and will no doubt afford every reasonable access at the city limits, but it would be unwise to grant any suburban line rights on the streets of Ottawa in view of the prospective proprietorship of the Ottawa lines by the city.

If the Morrisburg and Ottawa should build up to the city limits, and then make application (as provided in their own charter) to the Ottawa Electric Railway for running rights, the Ottawa Electric will then be quite willing to make the same arrangement with the Morrisburg company for running rights as the Ottawa Electric offered to the Hull Electric in 1896, namely, to allow the suburban company's cars to be run through on the Ottawa Electric Company's tracks, on reasonable terms, provided the car crews are changed at the city limits, since the Ottawa Electric would have to bear the responsibility for the proper operation of the cars in the city of Ottawa.

MR. KELLEY'S ARGUMENT.

Mr. Kelley contended that all the company asked was permission to come into the city. If the O. E. Railway Company did not build on Riverdale avenue and Main streets, his company wanted permission, and was willing to agree to make an arrangement for running rights with the O. E. Railway. If the other company built the lines, his company wanted the same running rights as it would be willing to offer. Con. Wilson suggested that the city might build a line on Riverdale and Main streets and give running rights to any company. It was finally agreed on motion of Cons. Parent and Wilson to submit the bylaw for entrance to a point of Riverdale avenue not more than two hundred feet east of Bank street.

Con. Hinchey made a subsequent motion to give the Ottawa Electric Railway Company the right to build its line on Riverdale avenue and Main street on condition that It would allow other companies running rights on terms to be arranged. This motion will be taken up this afternoon.

NEW ELECTRIC RAILWAY TO ENTER CITY STREETS

Board of Control Decides in Favor of Submitting By-Laws to People

Authorizing Use of Ottawa Streets by Morrisburg and Ottawa Electric Railway With Terminal Line in Riverdale Avenue - May Use of Street Railway Tracks.

"That a by-law be submitted to the ratepayers at Ottawa to give permission to the Ottawa and Morrisburg Electric Railway to enter the city of Ottawa at a terminal point on Riverdale avenue not more than 200 feet east of Bank street."

The Board of Control members at a meeting this morning passed the above recommendation [sic] to council.

The application the company is making was discussed fully and the above resolution was carried and will be sent on to council as a recommendation.

All the members of the Board were on hand; Messrs. Travers Lewis, and J.D. Fraser represented the Ottawa Electric Railway Co and Messrs. J. O. Kilt and Kelley, barrister, the Morrisburg and Ottawa Railway Co.

Addressed by Mr. Kelly.

Mr. Travers Lewis, K.C. solicitor for the Ottawa Street Railway Co, said: "We are willing to be fair and to give the company the same rights as we were willing to give the Hull Electric Railway Company some years ago. I may say that frankly I think it will be some years before the company is knocking at the city's door."

Mr. Kelley, solicitor for the Morrisburg and Ottawa Railway said that they intended to start building operations at this end and that was why they wanted the question of entry to this city and running rights settled. "We want to be able to say to our bondholders that we have the question of entry into the City settled. It is the people of Ottawa that say whether we can get into the city of Ottawa, and that is why we want to have them vote on this matter."

Many questions were asked and answered.

Mr. J. O. Kilt: "All we want you people to do is, irrespective of your opinion, to submit the matter to the ratepayers."

Mr. Kelley entertained doubts as to whether the Ottawa Street Railway Co. (their charter having only eleven years to run would be inclined to make many more extensions.

Controller Parent suggested the company's agreement to a proposition "to enter this city at a point to be settled by the city." He thought that would properly protect the rights of the ratepayer. He said: "We cannot dictate to the Ottawa Electric as their charter has eleven years to run yet, but we can dictate to a new company."

Mr. Lewis said that he felt that the petitioning company was trying to get the city to give them rights that legally they could not exact from the Ottawa Street Railway.

Controller Wilson: "We will not give you rights to build on city streets. I feel that as regards, some extensions we should give the Ottawa Street Railway Company the privilege of building them and if they do not, I think the city should make those extensions."

Mr. Lewis said his company wanted to stand outside of legal technicalities but he thought that they should be given the first chance to build the proposed extension on Riverdale avenue, - that is prior to any other company.

Controller Parent moved a resolution to the effect that the company be permitted to enter Ottawa at a point to be decided on by the city.

Controller Wilson moved, in amendment, a resolution to allow the company to enter the city at some point north of the Rideau River, but that they do not be allowed to lay track on any city streets, and that if by the time they have started building operations and are ready to enter the city, if the Ottawa Electric Railway Co. has not made the necessary extensions, the city proceed to work them and give both companies running rights over them.

Mayor Hopewell said he thought that there should be an agreement whereby once the company got their line built to the city limits that they should get running rights within the city limits.

Controller Parent changed his motion to read: "At a terminal point not more than 200 feet east of Bank street." Controller McClenaghan seconded the motion which was carried.

A resolution was proposed on motion of Controller Hinchey to submit a by-law to the electors to give the Ottawa Street Railway Co, authority to make certain extensions in Ottawa East and Ottawa South, other companies to be given rights to run over the same. This work would be done as soon as a bridge over the canal at Pretoria avenue or some other street is built.

This resolution did not get a second and so was not voted on; but it will likely be further discussed at a session of the Board this afternoon.

10/12/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric*

RAILWAY ADMISSION BYLAW TO RATEPAYERS

Council Refers Morrisburg and Ottawa Application to Vote Of the People.

That a bylaw be submitted to the people on the question of granting the Morrisburg, and Ottawa Railway an entrance into the city was the decision of the city council last night, when the council unanimously adopted a report of the board of control to this effect.

The board's recommendation read, "that a by law be submitted to the ratepayers to give permission to the Ottawa and Morrisburg Electric Railway Company to enter the city of Ottawa at a terminal point 200 feet east of Bank street." This was carried unanimously and without discussion.

This last clause was put in the report at the request of the Morrisburg and Ottawa Railway, the O.E. Railway Company having, as yet, made no application, as its extension along these streets depends on the construction of the proposed bridge over the canal at Pretoria avenue. As soon as this bridge is completed the O. E. Railway has promised to extend.

The city council also dealt with a further recommendation of the board of control that a bylaw be submitted to the people "authorizing the Ottawa Electric Railway Company to lay tracks, and operate its railway on Bank street, southerly to its intersection with Riverdale Avenue, and on Riverdale Avenue, Main street, and Hawthorne Avenue, on condition that the city reserve the right to grant other companies the privilege of operating cars on said lines on terms to be agreed upon between said Companies and the city." This motion was carried unanimously and without discussion.

11/12/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric*

HURDMAN FARM SOLD

Valuable Property Changes Hand at \$60,000.

Messrs. J.H. Baldwin and R.H. Crain have sold the Robert Hurdman farm near Billings Bridge for \$60,000. It has been purchased by a syndicate headed by Mr. Robert Hurdman and composed of a number of outside capitalists. The farm has about 100 acres, running down to the Rideau river, some distance east of Billings Bridge. It is an excellent farm for subdivision purposes, being level throughout. The Morrisburg and Ottawa Electric Railway will probably run close to it.

12/12/1912 *Ottawa Journal**Ottawa Electric**Ottawa Car*

Twenty new cars ordered for OER.--

That a by law be submitted to the people of Ottawa on the question of granting the Morrisburg and Ottawa Railway an entrance into the city was the decision of the city council unanimously adopted a report of the board of control to this effect.

The board's recommendation read "that a by law be submitted to the ratepayers to give permission to the Morrisburg and Ottawa Electric Railway to enter the city of Ottawa at a terminal point 200 feet east of Bank Street" This was carried unanimously and without discussion.

This last clause was put in at the request of the Morrisburg and Ottawa Railway, the OER having, as yet, made no application, as its extension along these streets depends upon the proposed bridge over the canal at Pretoria Avenue. As soon as this bridge is completed the OER has promised to extend.

The city council also dealt with a further recommendation of the board of control that a by law be submitted to the people "authorizing the Ottawa Electric Railway to lay tracks, and operate its railway on Bank Street, southerly to its intersection with Riverdale Avenue and on Riverdale Avenue, Main Street and Hawthorne Avenue, on condition that the city reserve the right to grant to other companies the privilege of operating cars on such lines on terms to be agreed upon between the Companies and the city". This motion was passed unanimously and without discussion.

13/12/1912 *Eastern Ontario Review**Montreal and Ottawa*

Prize Winners

In the C.P.R. Competitions this year local agents have won the honors. For the general superintendent's prize Mr. C.A. Appleton, Caledonia Springs wins the \$25.00.

E.C. Armstrong, Vankleek Hill, wins first in the section amounting to \$10.00. Mr. Ritchie, Renfrew wins 2nd \$5.00.

The prize for section foreman the section forman at Rechford wins first - \$10.00 and R.D. Deslaurier, Vankleek Hill, second \$5.00.

Local agents and sectionmen are being heartily congratulated.

13/12/1912 *Eastern Ontario Review**Lachute**Lachute*

Killed at Crossing

Lachute, Dec. 10. Gregory McQuat, aged 19, son of Mrs. W.D. McQuat was instantly killed, and W. McAllister aged 18, son of Postmaster Alex McAllister, of Brownsburg, was seriously injured when the Montreal train which left Ottawa at 6.20 p.m. on Saturday struck a buggy in which the two were driving, on a crossing in Lachute.

The two boys were driving, and, according to McAllister's story, neither heard nor saw the approaching train, when they attempted to cross the tracks.

The engine struck the buggy, killing the horse and McQuat, and hurling McAllister a distance of over 50 feet. When the train pulled up McQuat's body was found on the cowcatcher of the engine. Conductor Murphy in charge of the train, picked up McAllister, who was unconscious and the body of McQuat, and proceeded to Lachute Station.

An inquest was conducted on Sunday at the C.P.R. station at Lachute, when the jury, after hearing the evidence returned a verdict of accidental death, exonerating the C.P.R. from any blame for the accident.

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The C.P.R. authorities are contemplating raising the grades at four dangerous crossings which exist in Lachute, so that subways under the tracks will do away with the danger of further accidents.

19/12/1912 *Ottawa Journal**Morrisburg and Ottawa Electric*

Directors encouraging rate payers to approve by-law--

There are tenders in for poles, wires etc. and in a week or two, when engineer's report is finally ready, tenders for construction will be invited. All preparations are being carried through with a view of commencing construction early in April.--

The company will shortly invite tenders for six cars.

19/12/1912 *Morrisburg Leader**Kingston (CN)**Brockville*

The Bramley Inquest

The Jury Find that W. W. Bramley's Death was Caused by the Negligence of the Company and its Employees.

The inquest over the death of the late W. W. Bramley, the G. T. R. engineer who was killed in the yard here on Nov. 28, was resumed in the town hall on Friday last. W. A. Lewis of Brockville, represented the company, while R. J. Driver appeared for the family of the deceased.

The following is the verdict rendered: -

"By reason of a defective pin in the draw part [sic] of a knuckle head which couples the tender to the immediate following freight car caused the emergency brakes to set, while a number of rear freight cars and caboose remained on the West bound main line.

"And your jurors aforesaid, on their oaths aforesaid, do further say that while engineer W. W. Bramley was rightfully and lawfully endeavoring to remove the said pin from the said drawbar, and while he had hold of the knuckle head, standing behind it, the aforesaid mentioned engine No. 766, train no. 91, passing along said track ran into and struck the caboose and rear freight cars of said last mentioned engine no. 1247, forcing them suddenly forward and causing the knuckle head of the foremost freight car to crush the said W. W. Bramley, between such knuckle head and the knuckle head against which the said W. W. Bramley had hold of, causing almost instant death.

"The sudden violent collision and contact between the aforesaid foremost freight car and the tender of engine no. 1247, caused such mortal wounds, contusions and concussions to the said W. W. Bramley as to cause his death.

And your jurors, aforesaid, on their oath, do further say that the contact and collision aforesaid resulting in the death of W. W. Bramley was caused by a reason that the flagman of train 1247 C. Lester, was guilty of negligence in not going back (in accordance with the rules of the Railway Company) a sufficient distance with signals, which would have prevented the collision; and by reason of the further negligence of the night operator at Wales, Ontario, Mr. D. A. White, by violating the rules in allowing train no. 91 to proceed past Wales without a proper clearance from Morrisburg, and by the further negligence of the Railway Company in not maintaining the east semaphore in its former position and properly operating it; your jurors being of the opinion that if the semaphore had been in its former position and turned against train No. 91 the collision would not have occurred; and furthermore if either the flagman of train No. 1247 or the operator at Wales had done his duty the collision would not have occurred."

Bramley's engine was no. 1247, his brakeman was C. Lester, referred to in the verdict.

Engineer Antonio Jacques of Montreal was in charge of engine no. 766, train 91, which run into Bramley's caboose.

19/12/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric*

Morrisburg and Ottawa Ry.

The directors of the Morrisburg and Ottawa Electric Railway Company held a meeting at the company's office in the Canada Life Building, Wednesday (18/12) afternoon. It was decided to send a circular letter to the ratepayers asking co-operation in carrying the electric railway bylaw. There are tenders in for poles, wires, etc., and in a week or two, when the engineer's report is finally ready, tenders for construction will be invited. All preparations are being carried through with a view of commencing construction early in April. Those present at the meeting were J. G. Kilt, president; R. J. Biggar, J. W. Bogart, Morewood; R. E. Keardon and W. C. Strader, Williamsburg. The company will shortly invite tenders for six cars.

F. Conway, general freight and passenger agent of the Kingston and Pembroke Railway Co., today received official word from General Manager Baker that the road would go over to the Canadian Pacific on January 1, 1913.