

Local Railway Items from Ottawa 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.

Thursday 04/01/1912 Ottawa Journal Prescott

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

Friday 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.

Friday 05/01/1912 Ottawa Journal Alexandria Ottawa Union

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

Wednesday 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 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.

Friday 12/01/1912 Ottawa Journal Ottawa Terminal

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

Friday 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.

Wednesday 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.

Thursday 18/01/1912 Ottawa Journal Ottawa Terminal

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

Thursday 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.

Friday 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.

Saturday 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 build shortly thereafter.

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

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.

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.

08/02/1912 Rideau Record Smiths Falls

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 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.

Friday 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.

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.

Thursday 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.

Saturday 24/02/1912 Ottawa Journal Ottawa Terminal

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

Thursday 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 Dirlerton, 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.

Thursday 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.--

Saturday 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.

Friday 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.

Saturday 09/03/1912 Ottawa Journal Montreal and Ottawa Hull

Picture of the wreck. More stories.

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.

Friday 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.

Saturday 17/03/1912 Ottawa Journal Montreal and Ottawa Hull

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

Tuesday 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.

Tuesday 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.

Monday 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.--

Tuesday 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.

Wednesday 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.

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

Strike at Ottawa Car Works settled--

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

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

Saturday 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. Mullarky, 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.

Wednesday 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."

Thursday 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.--

Thursday 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.

Thursday 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, judging 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--

Saturday 06/04/1912 Ottawa Journal Ottawa Electric

Car 112 derailed.

Monday 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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Friday 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 which 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.

Friday 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--

Friday 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.

Thursday 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.

Thursday 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 --

Monday 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.

Wednesday 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.

Friday 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.

Friday 26/04/1912 Renfrew Mercury Eganville Eganville

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

Friday 26/04/1912 Ottawa Journal Smiths Falls Ottawa

First car of its kind in Ottawa.

Interested in 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.

Friday 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.

Friday 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 Churchville, 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.

Monday 29/04/1912 Ottawa Journal Ottawa Electric

Accident to car 536.

Thursday 02/05/1912 Chesterville Record Winchester Finch

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

Friday 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 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 electric 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.

Tuesday 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.

Saturday 11/05/1912 Ottawa Journal Smiths Falls Ottawa

Article about gasoline electric car with picture.

Monday 13/05/1912 Ottawa Journal Ottawa Electric

Temporary car tracks will be allowed on Wellington street.

Monday 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.

Friday 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).

Tuesday 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."

Thursday 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.

Thursday 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.

Monday 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.

Monday 27/05/1912 Ottawa Journal Maniwaki

Petition for a more convenient train service.--

Tuesday 28/05/1912 Ottawa Journal Beachburg Pembroke

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

Tuesday 28/05/1912 Ottawa Journal Beachburg Billings Bridge

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.

Wednesday 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.

Monday 03/06/1912 Ottawa Journal Alexandria Ottawa Union

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.

Tuesday 04/06/1912 Ottawa Journal Maniwaki

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.

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

K. & P. train held up by caterpillars at Calabogie.--

Thursday 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.--

Friday 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 Beachburg 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 which, from the present prospects may be three months hence. Meantime the firm will be making steady progress towards Pembroke. Observer.

Thursday 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.

Friday 14/06/1912 Renfrew Mercury Alexandria Ottawa Union

Article about Union Station and Chateau Laurier.

Saturday 15/06/1912 Ottawa Journal Britannia Power Canal Metropolitan Electric

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.

Wednesday 19/06/1912 Ottawa Journal Montreal and Ottawa Hull

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.

Friday 20/06/1912 Brockville Recorder Smiths Falls Smiths Falls

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

Thursday 27/06/1912 The Equity, Shawville Waltham

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

Thursday 27/06/1912 The Equity, Shawville Beachburg

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

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

Line has been surveyed - article.

Thursday 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.

Friday 05/07/1912 Ottawa Journal 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 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.

Saturday 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.

Saturday 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.

Monday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Tuesday 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.

Tuesday 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.

Wednesday 17/07/1912 Ottawa Journal Ottawa Electric

Accident to car No. 530.

Thursday 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.

Wednesday 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.

Thursday 25/07/1912 Chesterville Record Prescott Prescott

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.

Thursday 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.

Friday 26/07/1912 Ottawa Journal Carleton Place Chaudiere

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 --

Saturday 27/07/1912 Ottawa Journal Beachburg Norway Bay

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.

Thursday 01/08/1912 Chesterville Record Prescott Prescott

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.

Thursday 01/08/1912 Chesterville Record Morrisburg and Ottawa Electric

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.

Thursday 01/08/1912 Chesterville Record Ottawa Electric

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.

Friday 02/08/1912 Ottawa Journal New York Central Cornwall

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.

Wednesday 07/08/1912 Ottawa Journal L'Orignal Hawkesbury

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.

Thursday 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.

Friday 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.

Monday 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.

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.

Saturday 24/08/1912 *Ottawa Journal* *Ottawa Electric*

Photo of new switch at Sparks and Elgin - story.

Thursday 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. --

Friday 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.

Saturday 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.

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

Elgin street cars on double track--

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

Laframboise station hit by lightning.

Thursday 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.

Friday 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.

Thursday 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.

Friday 20/09/1912 *Brockville Recorder* *Smiths Falls* *Rideau bridge*

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 principal 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.

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

The new steel bridge the Canadian Northern is erecting at Smiths Falls is called a Scherzer, and is the third to be erected in Canada, one at Montreal and the other at Salmon Arm B.C. It works on the principal 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 elected 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.

Wednesday 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.

Thursday 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.

Wednesday 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 sever 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.

Thursday 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 he rails. The work on this is the next to be undertaken.

Friday 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.

Wednesday 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.

Wednesday 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.

Thursday 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.

Thursday 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. --

Friday 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.

Friday 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 had 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.

Saturday 19/10/1912 Ottawa Journal Beachburg Rideau Junction Hogs back

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 a 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 employes 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.

Friday 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.

Saturday 26/10/1912 Ottawa Journal Ottawa and St. Lawrence Electric

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.)

Wednesday 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.

Friday 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.

Friday 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.

Thursday 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.

Thursday 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.

Friday 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.--

Friday 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.

Tuesday 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.

Friday 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.

Saturday 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.

Thursday 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.

Friday 22/11/1912 Renfrew Mercury Beachburg Fitzroy

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. - Annprior Chronicle.

Saturday 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.

Thursday 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 along 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.

Thursday 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.

Friday 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.

Friday 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.

Monday 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.

Monday 09/12/1912 Ottawa Journal Morrisburg and Ottawa Electric

Discussion in city council about giving Morrisburg and Ottawa Electric permission to enter the city to a terminal point on Riverdale Avenue not more than 200 feet east of Bank Street.

Thursday 12/12/1912 Chesterville Record Morrisburg and Ottawa Electric

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, mad 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.

Thursday 12/12/1912 Ottawa Journal Ottawa Electric Ottawa Car

Twenty new cars ordered for OER.--

Thursday 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.

Friday 27/12/1912 Renfrew Mercury Kingston (CP)

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 the the Candian Pacific on January 1, 1913.