

Local Railway Items from Area Papers - 1914

05/01/1914 Ottawa Journal

Chaudiere

International Marine Signal

A rumor was current this morning that the plant of the International Marine Signal Company Ltd. at the corner of Broad and Albert streets had been purchased by Messrs. MacKenzie and Mann to be used in connection with the Canadian Northern Railway.

This, however, was denied by the treasurer of the International Marine Signal Company, who explained that the factory had been closed down temporarily and that the plant was undergoing reconstruction, but would continue operations later on.

Mr. S.J. Montgomery, city passenger agent of the Canadian Northern Railway, had heard nothing to support the rumor.

06/01/1914 Rideau Record

Smiths Falls

Smiths Falls

Electric Motor Installed

The new CNR Bridge at Jones' Lock is now operated by an electric motor. A 15-horse power motor has just been installed by the Canadian General Electric Company of Ottawa and was inspected and accepted last week by Mr. Carr the CNR bridge inspector. The motor will raise the bridge in a minute and a half.

New Subway

C.P.R. Gives Contract and Work Will Begin at once.

Messrs. MacDonald and Henniger of Smiths Falls were the successful tenderers for the new subway on Chambers street and have been awarded the contract by the Canadian Pacific Railway Company.

They are now getting their plant ready and expect to begin work in a few days. It will be remembered that the subway was ordered by the Railway Commission. It will provide a crossing under the tracks of the C.P.R. and do away with another dangerous crossing. At present there are four tracks there but the company will put three more, making seven in all. The subway will be 1050 feet in length and 36 feet wide with a walk on the north side five feet wide. It will be 14 feet below the grade level. It crosses Rideau Avenue at right angles and provision has been made for an entrance to the subway from this street level. To make this possible Rideau Avenue will be cut away 35 feet wide for a distance of 400 feet north from the subway. To make possible without destroying the houses on both sides of Chambers street, the properties on the south side between Smiths Falls Avenue and Robina Avenue have all been purchased by the company and the street will be widened. To do this all the building will be removed, including Rice's store on the corner and the tree houses alongside it. The double brick house on the south west corner of Smiths Falls Avenue will also have to come down and the two frame houses across the track to the east. Altogether seven good buildings will have to be torn down or removed and this will be done as soon as possible. When the subway is complete it will have effective a great transformation in that part of the town. All the buildings referred to will have disappeared, where they stand now the cut will be for the subway. Robbins Avenue will be closed and the railway tracks on Chambers street will be increased to seven. An Iron railing will protect the subway at each end likewise the cut on Rideau Avenue. The contract for the subway itself, it is understood, is around sixty thousand dollars but with the cost of the properties that had to be brought it will doubtless total nearly a hundred thousand dollars. Messrs MacDonald and Henniger will begin operations at once, and thus will be able to give work to about 100 men this winter when work is rather hard to get.

Wreck at Havelock

Rear End Collision Between C.P.R. Passenger Trains - Two Sleepers Smashed But Nobody Seriously Injured

People traveling from Toronto by the C.P.R. on New Year morning had an exciting experience at Havelock at two o'clock in the morning when the Ottawa express overtook and crashed into the Montreal express, which was standing at the station. The named train left Toronto at 10:30 o'clock but lost half an hour before reaching Havelock while the other one, which left Toronto at 11 o'clock, was running on time. It is said that the head train was left unprotected while waiting at Havelock.

Engineer Shields of Toronto who was in charge of the Ottawa train, did not notice any danger signals and was approaching Havelock station with his train under control when he discovered the rear lights in the Montreal express just four car-lengths away.

The engines was reversed and emergency brakes applied, but too late to avoid a collision, the locomotive ploughing itself fully three yards into the "dead-head" Pullmans, which were telescoped, demolishing the smoking compartments and washrooms of both sleepers and breaking nearly all the drawbars the coaches.

Train Running Slow

Fortunately the train was running only ten miles an hour when the accident happened. The engineer and fireman remained at their posts and were uninjured. The sole occupants of the damaged Pullmans were two porters who were quickly rescued by the train crews. They found to be badly shaken up. The only passengers receiving minor injuries were R. Chalmers of Toronto traveling with his aged mother to Pembroke, and Mr. and Mrs. Black of Toronto en route to Ottawa. The baggageman and express messenger had narrow escape.

The Ottawa train was in charge of Conductor Carmichael of Toronto and Pullman conductor Nightingale of Ottawa. Both of these officials deserve praise for their indefatigable efforts in looking after the welfare of the passengers.

When Smiths Falls was reached the belated travelers were provided with refreshments at the expense of the C.P.R.

08/01/1914 Morrisburg Leader

Cornwall

Cornwall

In Cornwall the bylaw to grant a bonus of \$5,000 to the Glengarry and Stormont Railway was carried by a majority of 209, 290 votes being required to assure the passing of the by-law

08/01/1914 Ottawa Journal

Smiths Falls

Ottawa

The Ottawa to Toronto section of the Canadian Northern will be in full operation next June.

This was the statement of Sir William MacKenzie, president of the Canadian Northern Railway when in Ottawa today.

Sir William, when questioned about the entrance of the C.N.R. into Ottawa, whether the railway would have a station of its own, or whether an arrangement would be made whereby Union station would be used, made a non-committal reply.

"The arrangements made are very satisfactory." was the answer.

Page 2. First Regular Train Over the CNR Arrived Tuesday - Passenger Service About the 20th.

The first regular train over the Canadian Northern between Toronto, Smiths Falls and Ottawa arrived at Smiths Falls Tuesday at six in charge of Conductor Junk of Toronto. It stayed at Smiths Falls for a few minutes, unloaded some freight and took some on.

Mr. J.J. Gardiner has been appointed the downtown agent for the CNR and got notification of his appointment this week. The Canadian Northern Railway Company brings a new telegraph system belonging to the company and also a new express service called Canadian Northern Express Co. Although the agent is not appointed for Smiths Falls, it is expected that one will soon arrive to open business.

At present there are agents and operators at the following stations, Sydenham, Perth Road, Chaffey's, Brockville Junction, Smiths Falls, Richmond and Ottawa. There are two trains daily on the Toronto Smiths Falls and Ottawa line. One train leaves Toronto at 9 o'clock P.M. and arrives at Smiths Falls 10:30 A.M.

Another train leaves Ottawa at 7:45 in the morning and passes through Smiths Falls about 9:30.

The first shipper over the CNR lines was Mr. W. Haines, mgr. of the J. L. Haines Shoe House in Smiths Falls. The Wood Milling Company were the first to receive freight.

B. Of R. T. Ball

On Friday Jan 23rd the trainmen will hold their third annual ball. Generally this ball attracts many outsiders and this year will be no exception. The committee in charge never stops at expense to make the ball a success and every detail is arranged for the comfort of their patrons.

(Rian Manson)

Page 3 Last CNR Spike.

Sir Wm. McKenzie and party Honored at Port Arthur.

A dispatch from Port Arthur says: Sir William Mackenzie, president of the Canadian Northern Railway, and party arrived late on Thursday night after driving the last spike in the CNR at little White Otter River early in the morning. Although arriving late, the party was banqueted by the city council and the board of trade in the Prince Arthur Hotel, prominent citizens of the city attending. At the banquet, Mayor John A. Oliver presided.

Runaway Engine

A runaway engine caused great excitement for a while in the CPR yards Sunday afternoon. In some way the engine got started at the roundhouse and under a full head of steam dashed down the track.

The tracks were clear and the engine rushed away gaining at every yard. When it came to the east yard over half a mile from the roundhouse a switch happened to be turned and the engine tore into a siding and hit the line of empties standing there. The first three were totally wrecked but the engine was stopped in its mad career.

The wrecking crew were called out and had to spend most of the night clearing up.

Page 1.

Peter Stephen the veteran agent of the CPR has been in the general hospital for the last few days suffering from eye trouble. His many friends will be glad to see him about again.

Cannot fill Sink Hole

The sinkhole at Sucker Lake, which is causing so much trouble and the holding up the opening of the new lakeshore line of the CPR, is a mystery to the engineers.

It is only about 300 feet across the shallow end of the small lake. A forest of timber and a mountain of stone and gravel have been used in the endeavor to fill the hole. On a number of occasions this hole has been filled in but to the disappointment of the engineers the material continues to disappear.

The great need of a heated station on the electric railway line was never more needed yesterday and today. With the eleven minute service in operation many streetcar passengers were forced to withstand the full force of the elements, while waiting on a car. Some of the passengers took refuge in the open station room on the north side of the tracks.

Cat In Car

The CPR does not carry very much freight for nothing but it carried a cat all the way from Nova Scotia this week and no bill of lading could be found for it. A wholesale grocery firm in town received a carload of goods from Nova Scotia yesterday that had been nine days on the road and when the car door was opened a handsome big cat was found inside. Notwithstanding the intense cold of the past few days and that it had been nine days without anything to eat or drink it was in fairly good condition. It was taken to the warehouse and is now living on cream and crackers.

First Meeting of Council

Moved by Mr. Flynne, seconded by Mr. Casselman, that the Clerk be instructed to write to the Ottawa & Morrisburg [sic] Electric Railway Company saying that this Council would be pleased to meet the representatives of the company at any time - Carried.

Six Men Killed

Premature Explosion on C.N.R. Construction Work.

A dispatch from Ottawa says: Six men were killed and three others seriously injured in a dynamite explosion late Saturday on the C.N.R. construction work at Ross' Point, Quebec, opposite Arnprior. The names of the dead so far as known are: Jos. Elliot, aged 22 single Bristol Mines; Stephen J. Truedeau, 32, wife and three children Bristol Mines; Duncan Herron aged 55 married no children Bristol Mines. The other three are foreigners.

Dynamite explosion kills 8 and injures 2 about eight miles from Quyon.

Trainmen's Ball

All plans are perfected for the big ball in the town hall on Friday night of this week. It promises to be a most successful social affair.

Lombardy Notes:

Regular freight trains are now running on the CNR.

20/01/1914 Rideau Record Smiths Falls

The sinkhole on the CNR near Lake Opinicon gave trouble on Friday and caused a temporary tie up in traffic. In a few hours the hole was refilled and trains were running again.

20/01/1914 Rideau Record Chalk River Meath

Wreck Near Pembroke
C.P.R. Winnipeg Express Jumps the Rails - One Passenger Killed

The C.P.R. westbound Winnipeg express was wrecked near Meath this morning about five o'clock. Meath is a station about 14 miles from Pembroke and about a quarter of a mile west of there the fast rushing train met with disaster. A broken rail is supposed to have been the cause. The first and second-class cars were thrown on their sides and one Pullman partly tipped over. One passenger Mrs. Salmon was killed and nine others were more or less seriously injured. Mrs. Salmon had been visiting Cobden and had been on the train only a few minutes when the smash-up happened. She was thrown out of the car through a window and the car fell on her. Her husband who was sitting near her was thrown out through another window and escaped injury. Among the injured is conductor Thos. Carter, formerly of Smiths Falls but he is not seriously hurt. It seems almost miraculous that such a wreck could occur with such a small death list and so few injured. Doctors were hurried from Pembroke by special train and by nine o'clock all the injured and all the passengers were being carried there. The auxiliary went up from Smiths Falls to clear the track.

21/01/1914 Renfrew Mercury Chalk River Meath

Accident on C.P.R. Ten Miles East of Pembroke

A dispatch from Pembroke says: The Soo train no. 19 which left Montreal at 10:30 Wednesday night was wrecked by the spreading of a rail at Meath, ten miles east of Pembroke, early Thursday Morning. One passenger was killed and about fifteen injured, seven of whom have been removed to Pembroke Hospital. The dead passenger is Mrs. J.J. Sammon of Sudbury, who with her husband and two-year-old-child, had been visiting at Os?ula, and boarded the train a few stations where the wreck occurred. Her husband and child escaped.

22/01/1914 Morrisburg Leader Morrisburg and Ottawa Electric Morrisburg

The Council and the Electric Railway

A special meeting of the council was held in the town hall on Monday night to hear Mr. J. G. Kilt, the president, explain the proposition of the Morrisburg and Ottawa Electric Railway entering the town. The railway company had secured right of way to the northern boundary of the town and, said Mr Kilt, would knocking at the door, seeking admission. Much money had already been spent and ten miles of the road were already graded out of Ottawa, and by next fall between thirty and thirty-five miles will have been constructed. The road as projected, will run through Williamsburg, Winchester, Osgood, Russell and Gloucester into Ottawa. He asked for his company the right of way from the northern limit of the town to the waterfront and running rights from the eastern to the western limit of Main Street, and also the assistance of the town in obtaining the right to cross the Grand Trunk and building an approach to the waterfront in order to construct a pier or get wharfage for the handling of freight. He was informed by Mr. Gibson that in the matter of assistance the town could not grant any bonus, having reached its limit in bonus giving. Mr Kilt replied that the company did not ask the town for any money, but merely that they should act with them in getting the necessary consent of the Government and of the Railway Commission.

As there is an existing bylaw of the town, passed June 16th, 1913, granting running rights over the streets to another company, the Ottawa and St Lawrence Electric Railway Company, who have until October next to have sixty per cent. of the line in town constructed or forfeit their rights under the bylaw, the council, while favorable to the proposition of Mr. Hilt's company, considered it safer to wait until the time limit given in the existing by law expired and then, if the other company forfeited their rights submit a bylaw for the Ottawa and Morrisburg company.

Along with the president, Mr. Kilt, came the company's engineer, Mr. Von Sydow and Mr Beresford, together with Mr. A. H. Coplan, one of the board of directors. The latter gentleman is the general manager of the Hull Iron and Steel foundries, limited, a new concern built at Hull, Quebec. Mr. Coplan came to speak on another phase of the electric railway question - that of locating car shops in the sheet steel buildings. It was sure to prove a paying proposition. They would require 1700 horse-power to run the mill at its full capacity. The railway would place an order of between \$300,000 and \$350,000, a big slice of which, naturally, the shops at Morrisburg would get. Of course if capital of \$100,000 could be subscribed locally, the local investors would be let in on a good thing. The reeve naturally agreed that car shops are a better paying proposition than sheet steel mills (having in mind probably the present prosperity of the different locomotive works), but attention was centred on the proposition of the entry into Morrisburg of the electric railway, and the following was moved by Mr Meilke and seconded by Mr. Coir and carried:

"That's this Council would welcome the building of the Morrisburg and Ottawa Electric Railway to our village and would be willing to submit a bylaw to the people granting said Rrad a right-of-way over a street from northern limits to the waterfront, and on the Main Street, subject to proper restrictions and to give said company whatever assistance we can in crossing G. T. R. tracks. Said bylaw not to be submitted till after October 1st, 1914."

One Killed and Sixteen Injured in Train Wreck near Pembroke

Soo express derailed near Meath station at 4 O'clock this morning

Thos. Carter, CPR conductor, Rochester Street, only Ottawa injured - spread rails believed to have been cause of accident.

Pembroke January 22 - One woman was killed and six passengers injured in a wreck on the CPR at Meath station, about 10 miles west of Pembroke, at about 4:30 this morning.

The wrecked train was number 19, the Soo, which left Ottawa at 2:10 this morning. All went well until reaching just outside Meath station when, through some unknown cause, the cars left the tracks, some turning turtle. The engine, strange to say did not leave the rails. It is stated that several of the cars rolled down the embankment.

Victim had just boarded train.

There were quite a number of passengers aboard the train, mostly bound for Pembroke. The unfortunate woman, accompanied by her husband and baby had only been on the train about 10 minutes, having boarded at Cobden, and was on her way to Sudbury.

As Mr. Sammon felt the car falling he instinctively reached for his wife and child. He succeeded in grasping the latter, but with lightning like rapidity the woman was hurled through the air and caught beneath the falling coaches. For some moments Mr. Sammon was dazed but when he recovered himself he was standing on the embankment with his child in his arms. Apart from a severe shaking both were uninjured. It was only about 10 minutes before he had the painful experience of gazing upon the lifeless body of his wife, which was badly mangled.

Was Spread Rail the Cause

Among those who was seriously injured was a little foreign child whose life is despaired of. It is thought that all the people who were traveling on the train are accounted for.

The scene of the accident is in a rock cut, on a high grade just west of Meath station, and while no official information is forthcoming, it is said that the cause is due to a spreading rail. Some state that it was caused by a defect in one of the cars.

News of the disaster was immediately flashed to Pembroke, a special train was made up and medical aid was rushed to the scene. The injured would temporarily attended to, placed on the special train and sent to the cottage and General Hospital's at Pembroke.

Ottawa conductor is injured.

The train conductor, Thomas Carter of 76 Rochester Street, Ottawa, is among the injured.

The engineer and fireman, George Garneau and T. McIlquham, respectively were uninjured. The rest of the train crew unhurt were R.E. Kirans, H. Waddell, E. Smith and F.A. Pownell, 80 Preston Street Ottawa.

Conductor shows rare pluck.

Mr. T. F. Carter, of 76 Rochester Street, the conductor on the wrecked train is a man of 50 years of age, 30 of which have been spent in the service of the CPR. He began work on the road in the Carleton Place yards, and worked up to his present position.

Though injured in the wreck to the extent of two broken ribs and a dislocated shoulder, Mr. Carter rode up from the scene of the disaster to Pembroke and wired in a report of the accident, before being taken to the hospital. This morning his wife and daughter got into communication with him by telephone, and tomorrow they will go up to join him in Pembroke.

During his 30 years of railroading Mr. Carter has been in only one wreck previous to this, which occurred on the Gatineau division of the CPR about 2 years ago. Fireman is an Ottawa

The fireman on the wrecked train was Mr. J.G. McIlquham who resides at 123 Spence Street. He is a married man with a family consisting of two small children, and his wife had not heard the news of the accident before a Journal reporter called to see her this morning.

Mr McIlquham has been connected with the CPR for about 8 years and this is the first passenger wreck he has ever been in he is a man of thirty-two years of age.

22/01/1914 *The Equity, Shawville* *Beachburg*

Six men lost their lives on Saturday evening on the line of the C.N.R. in the vicinity of Ross Point Ferry, Bristol, as the result of a premature explosion in a rock cutting. More.

22/01/1914 *Ottawa Journal* *Chalk River* *Pembroke*

Soo Express wrecked. See accident file.

23/01/1914 *Pembroke Standard* *Chalk River* *Meath*

Soo train wrecked near Meath

One killed and several injured in bad accident - broken rail or faulty wheel is supposed to be the cause.

List of Killed and Injured.

For the third time in the space of a few months the C.P.R. line between Pembroke and Ottawa has been the scene of a railway disaster and as far as can be ascertained the cause appears to be the same as on previous occasions, a fault in the permanent way. Whether this be the case or not, yesterday's wreck, while not resulting in a long death roll such as it might easily have done, presented a scene of desolation and disaster which was intensified by the cold and gloom of a winter morning. Whether the rails were to blame or, as has been suggested, a flange on one of the cars was broken, is not yet known, but from information received from one of the passengers, it appears that just before the train turned over it appeared to be going at an excessive rate of speed. The engine fortunately remained on the tracks and it is probable that the deep snow which lined the embankment broke the force when the first and second class passenger cars took their dive down the steep incline. Word was quickly sent to the nearest points for assistance and several of Pembroke's medical men answered the call.

Fortunately the demands on their services were lighter than at first seemed probable and those who suffered from cuts and bruises were quickly attended to.

Some idea of the difficulties surrounding their work may be gathered from the fact that the baby belonging to Mr. Pandeneau was found with its clothes frozen hard as it had become saturated with blood from a deep gash in its father's head and had also been deluged with water from one of the tanks. The only fatality occurred to Mrs. James Sammon who boarded the train at Cobden and had barely settled down to her home in Sudbury when the wreck occurred. Her husband who accompanied her feeling the train lurch reached forward to steady her but too late when she was thrown through the window as the car turned over down the embankment. With wonderful presence of mind he secured the child which would undoubtedly have been killed had he not shielded it from the shock. Mr. Sammon was tightly wedged under the car and it was some little time before he could be released. The baby was near him crying but so far as could be seen uninjured. Mrs. Sammon was beyond human aid and must have been instantly killed by the weight of the car which had dragged her for some distance.

Yesterday morning the town presented a strange aspect, men with bandaged heads passing to and from the hospitals where they had gone to have their wounds attended to. The Copeland House was a scene of great activity and Mr. T.A. Sammon and his large staff were kept busy with rendering what assistance they could to the sufferers and getting the best information procurable as to train arrangements for those who were anxious to resume their journeys. Mr. James Sammon and his little child were the centre of observation and expressions of deepest sympathy for them were general. Enquiries at the General Hospital this morning reveal that Mrs. Lepage and Conductor Thomas Carter are both seriously injured but rested fairly well during the night.

Expressions of gratitude for the many acts of kindness received were general from all who were detained by the disaster and the solicitude displayed by the medical men, the Hospitals and Mr. T.A. Sammon at the Copeland House were sincerely appreciated.

At the inquest held by Dr. G.E. Josephs evidence was taken from Mr. James Sammon, husband of the deceased lady, the engineer, fireman and brakemen of the wrecked train, and the roadmaster. Mr. Sammon's evidence was on the lines of statements already published and the train officials claimed that the speed was not more than thirty miles an hour. The road was examined the previous afternoon. The jury returned a verdict of accidental death from causes unknown.

CONDUCTOR T. F. CARTER, of 76 Rocherster street, who sustained a broken shoulder and two fractured ribs in the derailment of the Soo Express early yesterday morning. Despite his injuries, Conductorr Carter pluckily rode up to Pembroke immediately after the accident and wired in a report to headquarters. He has been railroading for thirty years and this makes but the second accident he has been in

INQUEST IN TRAIN WRECK

Tragedy Near Pembroke Yesterday to be Probed.

Pembroke Jan. 23. (Special) A Jury waas empannelled yesterday to hold an inquest over the body of Mrs. J. J. Sammon., the victim of the Meath wreck.

Dr. Geo. K. Josephs is coroner and Messrs. Jas. Anderson, C. Panke, Gus Schroeder, F.W. Chambers, W. Powers, A.H. Box, A.E Cockburn and Geo. Andrews are the jurymen. The Jury met at 2 p.m. in the town hall und viewed the body; but owing to the inability of several of the witnesses to attend it was postponed until today.

Dr.Hurtubise, of Sudbury, who was on the train at the time of the accident, did splendid work for the wounded passengers at the time of the accident..

TWO OTTAWA RAILWAYS SEEK ENTRANCE TO TOWN; ONE TO WAIT FOR BYLAW

Interesting situation in Morrisburg

Town Council refuses to submit by law until rights given one company expires next October.

Morrisburg, Jan. 27th A proposal to submit a bylaw to the electors of Morrisburg after October 1, 1914, to allow the Morrisburg & Ottawa Electric road, right of way through the town, is the latest phase in the Morrisburg & Ottawa Electric Railway situation.

At a recent special meeting of the Morrisburg Town Council Mr..J.G.Kilt, of Ottawa, was present, and presented his request that his road be allowed right of way through the town. There is now an existing bylaw of the town of Morrisburg, passed on June 16th, 1913, granting running rights over the streets to the St. Lawrence & Ottawa Electric Railroad. This by law does not expire until October 1st of this year, and subsequently the Morrisburg council has refused to put another by law to the people, for the purpose of allowing the Morrisburg & Ottawa Electric Railway right of way through the town.

Company's Car Shops.

To fulfill the terms of agreement, thie Lawrence & Ottawa road must have sixty percent of its road built in the town of Morrisburg before October 1st.

A H Copland, one of the board of directors of the Morrisburg & Ottawa accompanied Mr. Kilt, and spoke of another phase of the electric railway question, namely, that of locating car shops. According toMr. Coplan it would require 1,700 H.P. to run the plant at full capacity, and the railway would place an order of between \$300,000 and \$350,000. Morrisburg, it was expected, would get a big slice of this work if the plant was located here.

The Morrisburg Council refused to grant the Morrisburg & Ottawa road a cash bonus.

The Gananoque and Arnprior Railway Company

Notice:

The Gananoque and Arnprior Railway Company will apply to the legislature of Ontario, at it's next Session, for an act authorizing it to construct a branch line of railway from some point on the main line between Gananoque and Arnprior, in the township of rear Leeds and Lansdowne, and thence through the townships of rear of Leeds and Lansdowne, Bastard, Kitley, Elmsley, Wolford, Montague, Marlborough, North Gower, and Nepean to the city of Ottawa, in the county of Carleton, and for other purposes. Dated at Ottawa, Nov. 11th 1913. J. C. Judd, Solicitor for Ry. Company.

Page 5.

Annual Ball Of Brotherhood of Railway Trainmen a Great Success

Everything was joy and revelry about the town hall Friday night on the occasion of the annual ball under the patronage and direction of the Brotherhood of Railway Trainmen. For weeks a strong committee had been planning and working for it and the results of their labors were apparent everywhere during the evening, stamping the ball as one as the largest, most successful and most enjoyable social functions of the season. The hall was very prettily decorated, a lavish use of pennants being a distinguishing feature. One very original wall decoration was an electrical device showing a railway train in motion. It was operated in the subdued light of the moon dances and was most effective. Music was excellent, the floor was in good condition, the company was congenial and the night was one of unalloyed merriment and pleasure. A splendid supper, in keeping with the excellency of all the other arrangements, was served in the Oddfellows hall by the ladies of the Methodist Hospital Auxiliary. Sleighs were provided to take the guests back and forth and in this way dancing never stopped. There were about three hundred present, and in the wee small hours of the morning as they slipped away in couples or in companies they all agreed that the ball of 1914 was the best ever.

The committee having it in charge were: Messrs. R. McGillis, T. Droughhen, J. A. Loucks, W. Flynn, D Hallman and W. H. Dart, and to them too much credit cannot be given.

Among the out-of-town guests were:

Miss Wright, Miss Wilson, Miss Floss, Miss Leach of Carleton Place, Mrs. Maxwell, Miss Rath of Kemptville.

Miss Larbarg, Moose Jaw

Miss Neil, Stittsville

Miss Poulin, Nethrall

Mrs. Stedman Craig, Mr. H. Miskelly, Winnipeg

Mr. W. Green, Havelock

Miss Jarvis, Mr. W. Boyd, Mr. R. Jenner, Montreal

Mr. Allan McGuirl, Mr. James Wright, Ottawa

Miss Reeves, Eganville

Miss Delaney, Prescott

Miss Ethel and Cora Smith, Miss M. Courtney, Miss Murray, Miss Denning, Mr. A. Cole, Mr. Roy Denning, Perth

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Mr. A.H. Coplan, one of the board of directors of the Morrisburg & Ottawa, accompanied Mr. Kilt, and spoke of another phase of the electric railway question, namely that of locating car shops. According to Mr. Coplan, it would require 1,700 h.p. to run the plant at full capacity, and the railway would place an order of between \$300,000 and \$3500,000. Morrisburg, it was expected, would get a big slice of this work if the plant was located there.

The Morrisburg council refused to grant the Morrisburg & Ottawa a cash bonus.

Secured Right of Way

During the meeting it was pointed out that the railway had secured right of way to the northerly boundary of the town. Much money had been spent and already ten miles of the road had been graded out of Ottawa. It is expected that between thirty and thirty-five miles of the road will be constructed by next fall.

The following resolution was passed:

"That this council would welcome the building of the Morrisburg & Ottawa Electric Railway to our village and would be willing to submit a by-law to the people granting said road a right of way over a street from the northern limits to the waterfront, and on Main street, subject to proper restrictions, and to give said company whatever assistance we can to cross the G.T.R. tracks. Said by-law not to be submitted till after October 1st."

29/01/1914 *Rideau Record**Smiths Falls*

Trouble With Sinkholes

The sinkhole on the C.N.R. at Lake Opinicon has been giving lots of trouble since regular traffic was opened but the work of filling it is almost complete and it was expected to have it ready to carry trains today. The filling of the hole disappeared as fast as it was dumped in and a whole mountain of rock and earth and gravel was poured into it. Finally it held and the rails were laid, but as soon as traffic over it began the bottom fell out of it again and more filling became necessary. For the past couple of weeks freight had been transferred at this place so that traffic might not be held up. It was fixed up to carry a car at a time but it would not carry the big engines and so they ran to the sinkhole from each direction but did not cross. Cars of freight were sent over and trains were made up on each side of the hole. It is thought a good bottom has been found now however and trains were expected to go over today. The C.P.R. has also a similar experience on its new lakeshore line at Sucker Lake. It is reported now that the trouble there has also been overcome and the sinkhole filled.

30/01/1914 *Eastern Ontario Review**Lachute**Calumet*

Owing to a switch having been left open at the Calumet station one day last week, the express from Montreal took the wrong track to get into the station and came instead in contact with a freight train standing on the siding causing much damage to the engine and breaking several cars loaded with logs that were forming that train. Fortunately the express train was coming in slowly and that the engineer, who was snow blinded, noticed that his engine was on the wrong track, had time to put on the brake, which eased the collision to a great extent. The passengers received a severe shock but were not injured whatever.

03/02/1914 *Rideau Record**Winchester**Smiths Falls*

A Man and a Boy

Last Friday noon the C.P.R. station was the scene of a little excitement, when a boy from Ottawa who was in charge of Mr. John Keane Children's Aid Officer, escaped from custody. It appears that the lad had been an inmate of the St. Johns's Industrial School at East Toronto, and had run away from that institution on two different occasions. This time he was being returned to the school. As the officer and boy were about to board the train the lad while the officer was completing the ascent on the other. Crawling under a freight train he completed the discomfiture of the officer, who could not follow a thirteen-year-old lad through devious paths uncertain. C.P.R. constable McCormick assisted in searching for the fugitive, and the town constables also got after him but he was a slippery customer and got a clean get away.

03/02/1914 *Rideau Record**Westport*

Westport is running an excursion to Brockville tonight for the Smiths Falls - Brockville game.

03/02/1914 *Rideau Record**Smiths Falls**Smiths Falls*

A strong deputation went to Ottawa this morning to interview Colonel the Honorable S. Hughes in regard to an armories for the town. Others went to see the Minister of Railways and Canals about a grant for the bridge and other things.

10/02/1914 *Rideau Record**Prescott**Merrickville*

Hurt in Runaway

Miss. Row of Smiths Falls was quite seriously hurt in a runaway accident at Merrickville Thursday evening. She had been visiting her niece and was riding in the omnibus to the station to take the train home. The driver left the horses standing outside a hotel while he went in for passengers and they ran away. It was a large closed sleigh and Miss. Row opened the door at the end and jumped out. In falling on the icy street she broke an arm and was otherwise injured. She was taken back to her niece's home where she is being taken care of. The horses ran to the station where they turned around, upsetting the sleigh, and getting free from it ran out into the country where they were caught unhurt.

10/02/1914 *Rideau Record**Brockville*

Wm. Stephenson, for thirty years a conductor in the service of the C.P.R. twenty-four of which were in the passenger service between Brockville and Ottawa has retired on pension. Mr. Stephenson, who is known to hundreds of the company's patrons, started his railroad career with the Grand Trunk.

12/02/1914 *Rideau Record**Prescott**Kemptville*

Hand Cut Off

Mr. Samuel Martin, the well-known commercial traveler of Kemptville, suffered a very serious injury at his hometown last evening. He was in Smiths Falls during the day and left for Kemptville on the fast express in the afternoon. This train does not stop at Kemptville but slows down at the diamond near the station and it seems that Mr. Martin has been in the habit of taking it and jumping off rather than to wait for the local fifteen minutes later. In jumping yesterday he slipped and fell between the train and the platform. He lay still, it is said, until he thought the train had passed and then put out his left hand to get up. Unfortunately he was a few seconds too quick and the wheels of the last truck of the last car went over his hand, severing it completely except the thumb.

12/02/1914 *The Equity, Shawville**Waltham**Shawville*

The effect of last Saturday's furious storm was the tying up of the evening westbound train at the station here until 2 o'clock next morning. The train reached here with the water supply exhausted and was unable to proceed until relief came. This arrived during the night in the form of a snow plow driven by two locomotives with a van attached. This train went over the line in advance of the regular, which completed its trip without further incident. Sunday evening, as the snowplow outfit was returning to Ottawa, it met with the misfortune of getting derailed at the switch at the west end of the Shawville station yard. The run-off occurred about five o'clock, and happily no serious damage resulted. A wrecking train arrived about 10 o'clock and succeeded in putting the plow, engines and van back on the rails in a comparatively short time. Just who or what was responsible for the run-off we are unable to say.

Giving More Trouble

For the second Sunday in succession the sinkhole on the C.N.R. near Lake Opinicon settled beneath the tracks. On Sunday of the last week it went down about seven feet and traffic across was obstructed for a couple of days. The sinkhole at this point is causing considerable anxiety to the engineers and the managements, and it is feared that in the spring when the ice goes out the entire work will settle. The embankment is about 160 feet long and is across an arm of the lake so that position is extremely dangerous.

17/02/1914 *Rideau Record**Kingston (CN)**Kingston*

A sleigh load of young people returning from a dance in the county near Kingston was struck by a train at a railway crossing. One young man was killed. Three others suffered fractured skulls and may die; another had a leg cut off while several more were more or less seriously injured.

18/02/1914 *Ottawa Citizen**Winchester**Mountain*

ENGINEER KILLED IN DERAILMENT OF C.P.R. EXPRESS

Montreal-Toronto Passenger Train Struck Broken Rail Near Mountain Station. Miraculous Escapes of the Fifty Passengers Aboard. Robert Grant Was One of Oldest Engineers in Service.

Smith's Falls, Feb. 17. Engineer Robert Grant, of Montreal. was instantly killed, Fireman Ernest Anderson of Smith's Falls, sustained a bruised hip and nearly a dozen passengers and members of the train crew were badly shaken in a wreck on the C. P. R. between Mountain and Inkerman about 1.30 this afternoon. The Montreal-Toronto flyer, running at a speed of about forty miles per hour, struck a broken rail. the engine being ditched and the entire train leaving the track.

Engineer Grant was buried beneath the locomotive, and his fireman was hurled some distance into an adjoining field.

The escape from death of many of the other passengers and trainmen is considered miraculous as two of the coaches were badly smashed by coming in contact with the overturned engine. There were, however, not more than fifty passengers on the train and comparatively few in the cars which bore the brunt of the shock. The train was a heavy one, consisting of the baggage, mail and express cars, six day coaches, two Pullmans and diner. Had not the engine overturned, it is probable that no great damage would have occurred. Several of the cars ran past the engine safely, but two of the coaches fouled it and were wrecked. The other cars were not overturned.

The wreck is believed to have been due to the action of frost heaving and breaking a rail.

GRANT'S LONG SERVICE.

The late Robert Grant was one of the oldest engineers of the C.P.R., having been in the employ of the company for the last thirty years. He came to this country with his wife from Scotland, and settled at first in Toronto. He was about 65 years old and was considered one of the most capable engineers on the road. He and his wife left here a few months ago, when they moved to Montreal. Besides his wife there are three daughter, and one son living, the former in Manitoba and the latter in the service of the company at North Bay.

The fireman, Ernest Anderson, who was with Grant on the train, is a married man and lives in Smith's Falls. He was thrown out of the cab clear of the wreck.

Anderson evidently leads a charmed life, as he was in the wreck which occurred east of here last summer when the fast express was hurrying to Montreal in record time to catch the mail boat. He was then found on the track practically unhurt.

Conductor Morley Munroe, formerly of Smith's Falls, but now of Montreal was thrown about in one of the coaches, but not injured. One of the sleeping car conductors was pretty badly injured, and a passenger from Montreal was scalded around the hips and had a couple of ugly cuts on his head. Some of the other passengers were shaken up, but not seriously hurt. The train passed Winchester sharp on time, so that it was not running to make up time.

18/02/1914 *Ottawa Journal**Winchester**Mountain*

EXPRESS TRAIN LEAVES TRACKS DRIVER KILLED

Every Car in the Train Except the Last left Track

The C.P.R. fast westbound express, due in Smith's Falls at 11.15 a.m, was wrecked yesterday at eleven o'clock three miles east of Mountain Station. The engine and every car except the last Pullman left the rails,

Engineer Robert Grant, until three months ago a resident of this town, but now of Montreal, was instantly killed, while the fireman, Ernest Anderson, of this town, escaped without serious injury, having been thrown clean out of the cab. The passengers had a marvelous escape and none of them were very seriously injured, the train was running fast at the time, and the accident is thought to have been caused by spreading rails

A special was made up here at noon and sent down after the passengers, Doctors Anderson and Ferguson going along to look after the wants of the injured.

Robert Grant, the unfortunate engineer, was one of the pioneer railway men of this division, and one of the most capable passenger engineers in the company's service. He leaves a wife, three daughters, and one son.

19/02/1914 *Rideau Record**Winchester**Mountain*

The Late Robert Grant

There is very general regret in town because of the death of engineer Robert Grant who was killed in the C.P.R. wreck near Mountain on Tuesday. He lived here for many years and was known as the jolly good-natured Scotchman. He had been 34 years with the C.P.R. and would have retired soon on a pension. A year or two ago he moved to Montreal and to his house there his body taken but will be brought to Smiths Falls on the afternoon train for burial. Mrs. Grant and family have the deepest sympathy of their friends here.

19/02/1914 *Kemptville Weekly Advance**Winchester**Mountain*

CPR EXPRESS WRECKED NEAR INKERMAN

Montreal-Toronto Passenger Train Struck Broken Rail. Robert Grant one of the oldest Engineer's in the service was killed.

Smiths Falls, Feb.. 17.- engineer Robert Grant, of Montreal, was instantly killed, fireman Ernest Anderson of Smiths Falls, sustained a bruised hip and nearly a dozen passengers and members of the train crew were badly shaken in a wreck on the CPR between Mountain and Inkerman about 1.30 this afternoon. The Montreal-Toronto flyer, running at a speed of about 40 miles an hour, struck a broken rail, the engine being ditched and the entire train leaving the track. Engineer Grant was buried beneath the locomotive and his fireman was hurled some distance into an adjoining field.

The escape from death of many of the passengers and trainmen is considered miraculous as two of the coaches were badly smashed by coming in contact with the overturned engine, there were, however, not more than fifty passengers on the train and comparatively few in the cars which bore the brunt of the the shock. The train was a heavy one, consisting of the baggage, mail and express cars, six day coaches, two Pullman's and diner. Had not the engine overturned, it is probable that no great damage would have occurred. Several of the cars ran past the engine safely, but two of the coaches fouled it and were wrecked. The other cars were not overturned.

The wreck is believed to have been due to the action of frost heaving and breaking a rail.

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Fatal Railway Accident

Engineer Killed and Many Injured in Accident on CPR near Mountain Station

Engineer Robert Grant of Montreal was instantly killed, fireman Ernest Anderson of Smiths Falls sustained a fracture of the leg, and nearly a dozen others was slightly injured in a wreck on the Canadian Pacific between Mountain and Inkerman, about 1.30 Tuesday afternoon. The Montreal Toronto flyer running at a speed of 40 miles an hour, struck a broken rail, the engine being ditched, and the entire train leaving the track. Engineer Grant was buried beneath the locomotive, and his fireman was hurled some distance into an adjoining field.

The escape from death of many of the other passengers and the trainmen is considered miraculous as two of the coaches were badly smashed by coming in contact with the overturned engine. There were, however, not more than fifty passengers on the train, and comparatively few in the cars which bore the brunt of the shock.

The train was a heavy one, consisting of the baggage, mail and express cars, six day coaches, two Pullman's and diner. Had not the engine overturned it is probable that no great damage would have occurred. Several of the cars ran past the engine safely but two of the coaches fouled it and werer wrecked. The other cars were not overturned.

The wreck proved to have been due to the action of frost heaving and breaking a rail.

23/02/1914 Ottawa Journal Alexandria Pilon siding

G.T.R. train left track at Pilon siding. More.

24/02/1914 Ottawa Journal L'Orignal Ottawa

"In all probability the Canadian Northern Railway will run its passenger trains into the Grand Trunk Central station," said Sir William MacKenzie this morning. Sir William, when asked what station the Canadian Northern would use, stated that arrangements were being made to have the C.N.R. passenger trains use the Central station, along with the Grand Trunk and Canadian Pacific Railways. It is therefore unlikely that Ottawa will have another railway station or that the entrance of the Canadian Northern into the city will result in ant more extensive building operations other than the erection of the new shops at Rideau Junction. The express passenger service, over the new line between Ottawa and Toronto, will, if all goes well, be inaugurated by about the first of July, but it is planned to start a local service, which will enable people living in the towns and villages along the line to reach the cities, about the first of May. The express service will consist of two trains a day from Ottawa to Toronto, one of them leaving about noon and the other at midnight. It is stated that the trip will be made over the new line in about an hour less time than it is possible to do at present.

More.

26/02/1914 Rideau Record Winchester

Gone to Ottawa

It took three special trains to carry the delegation to Ottawa today that went to see the Government about making the St. Lawrence an ocean waterway and to urge upon it the necessity of granting aid to electric railways and the Hydro Electric commission. The delegation came from hundreds of places in Ontario, chiefly in Western Ontario, and numbered about one thousand. The three special trains went thorough Smiths Falls this morning at 3:30, 5:45 and 6:20 o'clock. Mayor Marsh and Mr. A.B. Scott, President of the Board of Trade, went from Smiths Falls.

26/02/1914 Kemptville Weekly Advance Alexandria South Indian

Express Derailed at South Indian

Engineerjs [sic] Presence of Mind Probably Averts a Serious Accident

The gGrand Trunk train due at Ottawa at 7.13 on Saturday evening from Montreal, jumped the track about four miles east of South Indian, Ont., or about 30 miles east of Ottawa, at 6.45., but none of the 40 passengers or any of the train crew received anything worse than a slight shaking up. The spreading of a rail is said to be the cause of the accident.

That serious consequences did not result was largely due, say several of the passengers, to the presence of mind of the engineer, J. Kickley, of Montreal. Though the train was making about 40 miles an hour at the time she left the tracks at Pilon Siding, he shut off the steam and applied the brakes on the whole train so quickly and carefully that he prevented the coaches from turning over.

All the the four passenger coaches, the baggage car and the tender left the tracks, the engine alone remaining on. The middle coach was tilted at an angle of about 60 degrees, and there were fears that it would turn over before all the passengers were go to out to safety. Fortunately, this did not happen, and it was quickly propped to prevent it falling over on its side.

The passengers were taken to a farmhouse which was quite near the scene of the accident and made comfortable until the arrival of the special train from Ottawa three hours later. The train was in charge of conductor Andrew Leamy, of 128 Hinton Avenue, Ottawa.

PASSENGER'S STORY

W. J. McLeod, Owen Sound, who was George Godreau, of 314 Notre Dame Street, Montreal, was sitting in the smoking compartment of the middle coach when he noticed the whole train begin to lurch. "I began to fear that something was wrong," said Mr McLeod. "After I noticed the train lurching the car in which I was began to bump, and Mr. Godreau said 'It is a wreck, brace yourself.' A moment later the train shots to one side and suddenly stopped. Mr Goudreau and I got up and rushed into the main part of the coach, and found some of the ladies in a frightened [sic] condition but not a single person was hurt.

"When we got out we found the whole train, with the exception of the engine, had left the track. Everybody realized that the engineer must have shown great presence of mind and been extraordinarily careful to stop the train without turning the coaches over. I noticed that the car in which I was ridiing was tilted over to an angle of about 68 degrees. All the passengers, none of whom were hurt in any way, were taken to a farmhouse quite near the scene, and we stayed there until a special train came from Ottawa, where we arrived about 11 o'clock. About half the passengers were women.

Other passengers on the train gave a similar account of the accident. The accident delayed all traffic on the Montreal-Ottawa line for about three hours.

26/02/1914 Chesterville Record Prescott Prescott silk

Another rich consignment of raw silk, silk goods and linen from China arrived at Prescott Friday morning en route via Ogdensburg to New York City. It consisted of nine carloads and was brought over the Pacific by the steamship Monteagle, which docked at Vancouver, BC, Feb. 8 at 8.35 p.m. the shipment started for the east at 4.50 a.m. the next day and arrived at Prescott Friday at noon. There were 455 cases of silk goods and linen valued at \$107,200 and 173 bales of raw silk worth \$804,020.

26/02/1914 Ottawa Journal L'Orignal Ottawa

Mr. D.B. Hanna, third vice-president of the Canadian Northern, was asked this morning where and when the new C.N.R. station at Ottawa was going to be.

"Why, we have a station in Ottawa now," he replied.

"But how about a new big station. Has not a site been selected?" Mr. Hanna answered that there was nothing to say at present regarding the company's plans in Ottawa, nor would there be for the next couple of weeks.

27/02/1914 Eastern Ontario Review Central of Canada

The Central Railway of Canada, the project for a line from Montreal to Midland has got a time extension.

Last year it sought to revive old agreements entitling it to 800,000 acres of land in Ontario and Quebec,

The Provincial Government kicked and the bill was killed. This year a modest time extension was asked and granted.

This is the railway that is under construction from McAlpine to South Indian.

Accident at South Indian

A spreading rail was almost the cause of a fatal wreck, when the G.T.R. train due in Ottawa at 7.13 on Saturday night was thrown off the track 30 miles east of Ottawa, near South Indian, at 6.45. Through several of the passengers were severely shaken up, and others showed more or less effects from the shock, no one was seriously injured.

Many of the passengers give credit to the engineer, J. Kickby, of Montreal for his quick work in applying the brakes and bringing the train to a stop, thus preventing a much more serious accident. It was at a place called Pylons Siding that the train which was whirling along at 40 miles an hour, hit the spread rail, and a portion jumped the track. Several of the cars tilted over ominously, and it was feared that the whole train would over turn before the passengers could be rescued. Ties along the track were used in propping up the cars,

The forty-odd passengers who were on the train were brought to a near-by farmhouse, where they were cared for till the arrival of a special train from Ottawa, three hours later. The four coaches and baggage car left the track, the engine being the only part left clinging to the rails. Conductor Andrew Leamy, 128, Hinton Avenue, Ottawa, was in charge of the train.

28/02/1914 *Ottawa Journal* *Montreal and Ottawa* *Dustbane*

Will Ask CPR to construct a Spur track.

The board of Railway Commissioners will meet here on Tuesday next to hear a number of cases. The meeting will convene at 10 a. m. In the Central Station building. Two local cases are on the list.

The Dustbane company of Ottawa, asks for an order, directing the CPR to provide and construct a suitable spur track where the railway(the Montreal and Ottawa division) crosses lot 11 Junction gore, Township of Gloucester.

The municipality of the township of Nepean asks an order directing the CPR to provide and construct a suitable highway crossing where the company's line intersect 2nd Avenue, as shown on plan of subdivision, Ottawa front, Township of Nepean.

05/03/1914 *Morrisburg Leader* *Morrisburg and Ottawa Electric*

Asking for subsidy

Petition circulated by Morrisburg and Ottawa electric Railway

Petitions have been circulated by the Morrisburg and Ottawa Railway in the various towns through which the line will pass or touch for the ratepayers to sign, that the company might present to the Dominion Government, asking for a subsidy of \$6,400 per mile to assist the railway company in its construction of its line of railway.

The Morrisburg and Ottawa Railway, according to the present plan will connect the city of Ottawa with Morrisburg and pass through the townships of Osgood and Gloucester in the county of Carleton and the townships of Williamsburg and Winchester in the county of Dundas.

Towns touched on the way will be: Gatesville, Leitrim, South Gloucester, Greely, Metcalfe, Kenmore, Vernon, Ormond, St. Therese, Morewood Marvelville, Chesterville, Winchester, Dunbar, Winchester Springs, Elma, Bouck's Hill, Williamsburg, Glenn Becker, Princeton, Dundela, Morrisburg, Iroquois and Aultsville.

Part of the grading and other portions of work have been started on the line, so states the petition and the subsidy or grant from the Dominion Government would aid materially in the speedy completion of the railway.

05/03/1914 *Chesterville Record* *Kingston (CN)* *Prescott*

During the momentary absence of the operator from his office at the Grand Trunk Railway station at Prescott on Thursday forenoon some person or persons entered and took \$58 the contents of the cash drawer, and absconded, presumably across the river on the ice.

The manner in which the entry into the office was made is shrouded in mystery, as the operator locked the door on his exit and it was found locked when he returned.

Three suspicious looking tramps were found in the waiting room but no money was found on any one of them upon being searched.

11/03/1914 *Ottawa Journal* *Morrisburg and Ottawa Electric*

It is unlikely the government will grant any railway subsidies this year was the statement made by Hon. J.D. Reid, acting Minister of Railways to the delegation representing all points through which the Ottawa and Morrisburg Railway will pass through the Capital and the St. Lawrence River.
More.

12/03/1914 *Morrisburg Leader* *Morrisburg and Ottawa Electric*

A deputation from different parts of the St Lawrence and Ottawa Valleys through which the projected Morrisburg and Ottawa Electric Railway is to pass, waited Tuesday on Hon. J. D. Reid, acting Minister of Railways and Canals, asking that a subsidy of \$6400 per mile be granted to the railway company. The minister expressed sympathy with any project for the improvement and betterment of Eastern Ontario, and while the request, if granted, would be a new departure from the old established policy, enforced since Confederation, of granting subsidies only to steam railways, he thought the time had come on account of the ever increasing use of electricity, when the government should aid electric as well as steam railways. Hon. Mr. Reid said that if any subsidies were brought down this year he would be very glad to recommend to his colleagues serious consideration of the request of the deputation. The delegation numbered 75 in all, over twenty going from here and Williamsburg.

13/03/1914 *Eastern Ontario Review* *Kingston (CN)* *Brockville*

The G.T.R. Shops

Brockville people feel nervous to-day owing to the report that the G.T.R. has purchased a large tract of land in Prescott for the purpose of constructing a roundhouse and car shop. Brockville is at present the divisional point, and a considerable portion of her population finds employment on the railroad. Should the change be made, it is said that town will lose about one hundred and fifty families, who will have to follow the railroad.

From the Railway Commission The Free Press learned that there was doubt whether the G.T.R. could be prevented from making this alteration, but G.T.R. officials in authority here claim to be in possession of no information in the matter.

"It is not in my district," stated the superintendent, "so I have not been consulted. I cannot see however, that the change would do either place much harm or good. They are both goodsized places."

14/03/1914 *Morrisburg Leader* *Morrisburg and Ottawa Electric*

Big deputation at Ottawa

Asks for Subsidies for Hydro-Radial System of Electric Railroads

Full account.

18/03/1914 *Ottawa Journal* *Chalk River* *Arnprior*

The work of repairing and enlarging the bridge at the Docket on the C.P.R. about a mile from Arnprior, has been going on for some time and on Friday last the new girders were set in place by the Hamilton Bridge Co.

19/03/1914 Rideau Record Kingston (CN)

For bantering two G.T.R. trainmen to induce them to take a drink of whiskey, John E. Connor, a Marlbank drover was fined \$10 and costs in the Brockville Police Court. Connor with a load of cattle, boarded the train at Napanee under the influence of liquor, and when the conductor and the rear brakeman refused to partake of some wiskey with him he accused them of theft and used grossly insulting language until Brockville was reached where he was handed over to the authorities.

19/03/1914 Rideau Record Winchester Smiths Falls

Another Blizzard

Weather conditions should be better now since March got another blizzard worked out of its system last night and today. It was not so violent a storm as the one that ushered in the month, but it has affected railway traffic more than it did. The chief trouble on the C.P.R. is at Myrtle where a number of cuts are filled with snow and sand through which no train or snowplow could make its way. They had to be shoveled out and this has held up all trains from the west. Those due here at 4, 5 and 6 o'clock this morning did not reach here until this afternoon coming through at 1:30, 2 and 2:30. Owing chiefly to delayed connections at Newport, the train from the east due at 1:05 is over two hours late. All the locals got through pretty well on time.

20/03/1914 Eastern Ontario Review Cornwall

For a New Railway

Ottawa March 16. - A new Canadian Pacific line in the eastern part of Ontario is foreshadowed in a notice given for a charter for the Cornwall and Hawkesbury railway.

The line would be constructed from C.vornwall, in Stormont county, to Martintown in Glengarry, and thence to Alexandria and Hawkesbury crossing the Ottawa river to the Canadian Pacific at Grenville of Calumet.

Power is sought to connect with the C.P.R., Grand Trunk, Ottawa and New York, and Canadian Northern lines.

24/03/1914 Rideau Record Winchester Smiths Falls

Hand Cut Off

Harry Flowers, a workman at the C.P.R. shops was terribly injured on Friday. With other men, he was engaged in the work of repairing a car and had it raised on a jack with slipped and allowed the car to come down on his hands. Before he could be released the car had to be jacked up again. It was found then that his right hand had been completely severed at the wrist and his left hand badly smashed but an effort is being made to save the latter. He is in the Public Hospital.

27/03/1914 Eastern Ontario Review Chalk River

Perth March 1. Arthur Sutton and William Evans, giving Carleton Place as their home, have been committed to Perth jail from Smith's Falls, on a charge of attempting to wreck a train on the C.P.R.

Section men on the Ottawa line found a number of big iron plates and bolts placed on the rails just north of Smith's Falls, early Monday morning, and after clearing them away, made a run up the line on their handcar, in quest of anyone trespassing on the right-of-way.

They saw two men on the tracks ahead of the., who as soon as they saw the handcar bearing down on them, took to the woods at Numogate. The section men gave chase, captured them and brought them back to town. They were charged with attempting to wreck a train, were committed for trial by the magistrate, and are now in Perth jail.

31/03/1914 Rideau Record Winchester

Killed on The Track

A man named Oullest was killed on the C.P.R. track at Glen Norman Friday morning. He was standing at the crossing watching an eastbound freight train go by and when it passed he started to cross without seeing the morning express coming up on the other track. He walked right into the rushing locomotive and was instantly killed.

31/03/1914 Rideau Record Smiths Falls Smiths Falls

A Russian laborer named Kurakwich brought an action against J. P. Mularkey, contractor for the building of the C.N.R. line between Smiths Falls and Toronto, for damages for injuries sustained while at work on the line at Perth Road last summer. He was awarded \$650.00 and costs.

03/04/1914 Renfrew Mercury Gananoque and Arnprior

The Gananoque and Arnprior Railway Company will apply to the legislature of Ontario, at this present session, for an act authorizing it to construct a branch line from its main line between Gananoque and Arnprior, in the township of rear of Leeds and Lansdowne, and thence through the townships of rear of Leeds and Lansdowne, Bastard, Kitley, Elmsley, Wolford, Montague, Marlborough, North Gower and Nepean, to the city of Ottawa in the County of Carleton, and for other purposes.

03/04/1914 Renfrew Mercury Chalk River Renfrew

Some day it will be safe to travel on the C.P.R. from one end to the other. That will be when the "Block" system is in operation throughout its entire length: which is the ultimate intention. At present that system is being tried out on a few sections of the road. Renfrew is one of the sections so favored; and at the present time there is little danger of accident from collision from one and a half miles east of Renfrew to half a mile west of Eganville Junction. The installation was made in November last. Getting in touch this week with Mr. Thomas Brand, who is in charge of the block, it was thoroughly explained to the Mercury representative. There are twelve signalling posts in the six miles that the system now covers. They are operated by a group of batteries housed in a little building erected for the purpose near to the Ann street crossing. These are connected with the rails and with a switch-box which operates the signals. If the board is perpendicular, the track is clear ahead. If it is at an angle of 45 degrees, there is a train in the block, but far enough ahead that the approaching train need not stop altogether, but proceed cautiously. If the board is straight across, the intimation is Stop! there is a train in the block and near by. For night time there are lanterns, operated in consonance with the board; the green light "Clear, proceed"; the yellow, "Proceed with caution, expecting the next block at danger"; the red light, "Danger, stop!" There is also what is known as the "marker" light, lunar white, which signals to the locomotive driver which train is affected - east or west. There is further protection in a dial switch close to the switch for use in foggy weather, or when through atmospheric conditions the block cannot readily be observed. The system used is known as that of the Hall Signal Company, and is a most ingenious contrivance; but fine as is the machinery, the human factor has to be taken into account. There must be careful and intelligent men in charge. Mr. Brand came to the C.P.R. from the Michigan Central, and had had practical railroad experience as well as electrical training. He has little bother with the system, but it has to be watched all the time - the batteries kept in good condition, to insure that the signals will operate efficiently. This block system is now in operation at four points on the C.P.R. in the eastern division. This section near Renfrew was chosen as one because there had been a wreck on it and because the Eganville train has no right on the main line. There is another sixteen mile block at Markstay, a twelve at Sudbury, and a six at Mattawa. The principle on which it operates is that when the train goes off the last rail in each section, the track is short-circuited and the signals thereby operated.

07/04/1914 Rideau Record Belleville Perth

Perth Does Not Like It

Because the locomotive on the Perth local train from Montreal is too big for the turning table at Perth it is turned each night at Smiths Falls and runs up from here and back this far each morning wrong end to. This has offended the aesthetic taste of Perth and a protest will be entered with the company. Along with it a demand will be made for a Y so that the engine may be turned as it should be.

Thrown From Engine

Mr. David Glazier, one of the best known and oldest engineers on the C.P.R. was the victim of a peculiar accident on Saturday morning. He was running one of the shunting engines in the yard and was looking out of the cab window for signals when another shunter, which was following the one Glazier was running, came along and ran into the first engine with such force that the shock threw Glazier out of the cab window. He fell on a pile of rails and was picked up with his right leg broken and was otherwise badly shaken up. He was taken to the General Hospital.

09/04/1914 *Chesterville Record**New York Central**Russell*

Accident at Russell Shale Brick plant. Last fall the company had stored up their large shed full of shale for a reserve against the months when they could not bring material from the pit.

Much more about the accident. Man was buried under a fall of shale.

09/04/1914 *Rideau Record**Kingston, Ottawa and Rideau Lakes*

Branch Line

The Kingston, Ottawa and Rideau Lakes Railway Co., have made an application to the Ontario Legislature for authority to include in its charter a branch line from Lombardy to Lanark. The notice of application appears in another column of this issue.

(Actual date not recorded).

09/04/1914 *Rideau Record**Prescott*

Tried to Wreck Train

Two young men giving the names of Aurthur Sutton and Wm. Evans and claiming Carleton Place as their homes were before police Magistrate Sparham yesterday on a charge of attempting to wreck a train on the C.P.R. Sectionmen on the Ottawa line found a number of big iron plates and bolts placed on the rails just north of Smiths Falls early yesterday morning and after clearing them away made a run up the line on their handcar in quest of anyone trespassing on the right of way. They saw two men on the track ahead of them, who as soon as they saw the handcar bearing down on them took to the woods at Numogate. The sectionmen gave chase, captured them and brought them back to town. They were charged with attempting to wreck a train and were committed for trial by the magistrate.

(Actual date not recorded).

09/04/1914 *Rideau Record**Winchester**Smiths Falls*

O.R.C. Ball

The Order of Railway Conductors have right of way in social functions on Monday night with their ball in the town hall. Arrangements have been under way for some weeks and everything is now in readiness. It is sure to be a pleasant affair.

09/04/1914 *Rideau Record**Winchester**Smiths Falls*

Public Hospital

The Board of Directors desire to acknowledge with thanks the receipt of two hundred dollars being the annual grant from the C.P.R. towards maintenance.

09/04/1914 *Rideau Record**Kingston (CN)**Brockville*

Still Has Hope

The Brockville Recorder still has hope that the Grand Trunk shops are not to be moved from there to Prescott and fastens on every little movement of the railway officials as a feeder of its hope. It is quite set up because the superintendent of motive power came there this week and looked over the shops, and says that an announcement will be made in Montreal next week deciding the question of the location of the terminal. Meantime men are at work on the new shops down in Prescott. It reminds us of the story of a minister who got a call to a better parish than the one he had but he affected to be undecided about going. He replied that his father was undecided but his mother was packing up. The Recorder seems to think that the company is undecided but all the same Prescott is packing up.

09/04/1914 *The Equity, Shawville**Waltham**Shawville*

The work of wiring and installing electric light at the railway station was completed last week, and thus an improvement long considered very necessary has been supplied.

10/04/1914 *Eastern Ontario Review**Kingston (CN)**Prescott*

Prescott, Ont., April 3. - Preliminary work in connection with the transfer of the round houses, shops and other works from Brockville, making this place the terminal point of the Grand Trunk railway, was inaugurated to-day by the extension being made at the freight and passenger depots.

Work is in operation at the station on a larger platform connecting the two departments - freight and passenger - which will facilitate the handling of the many requirements at that point. It is anticipated that the next week or so will see activities in this connection here on a large scale.

10/04/1914 *Eastern Ontario Review**Central of Canada*

Central Railway May Yet Be Built

There was a rumor current on the "street" today that construction work would shortly be commenced again on the Central Railway of Canada, the building of which from the Georgian Bay to Montreal via Ottawa, has for some time been held up through various law suits.

It is said that the backers of the enterprise have secured ample capital to proceed with the work and that tenders for the construction of the remainder of the line will soon be called for.

Already about twenty-five miles of the line have been built west of Ottawa. (sic!)

13/04/1914 *Ottawa Journal**Hull Electric**Deschenes*

The cyclone of yesterday did considerable damage in Hull and vicinity; the worst happened at Deschenes when the roof of the car barns belonging to the Hull Electric Railway Company was badly wrecked causing damage of about \$2,000. A portion of the building commenced to crack when the wind was at the height and not able to stand the strain the roof collapsed. Fragments of the roof were carried some 60 feet.

16/04/1914 *Ottawa Journal**Central of Canada*

The Pall Mall Gazette suggests in a recent issue, that the Central Canada railway had better give applicants an opportunity to withdraw seeing that disclaimers have come from Rt. Hon. R.L. Borden and Hon. W.H. Hearst. Mr. J.W. McConnell sails on the Teutonic on Saturday.

Motor Service On C.N.R.

Daily Fast Schedule to be Put into Effect for Benefit of Cottagers at Rideau Lakes.

That the Canadian Northern will run a motor service from Ottawa to Rideau Lakes to accommodate the summer visitors to that beautiful district is probable. The matter is at present under the consideration of the management of that railway.

The C.N.R. touches the Rideau first at a point midway between Hog's Back and Black Rapids. There are many cottages in that vicinity and a number of campers. The Railway then runs via Richmond to Smiths Falls by the most direct route, then crosses the Rideau and straight across to Portland, one of the most beautiful spots on the Big Rideau Lakes. The next point on the system of lakes is Chaffey's Locks.

The proposal is to run a fast motor service over the line morning and evening. The whole journey from Ottawa to Portland can be made in 1 1-2 hour.

Hitherto Ottawa men whose families spend the summer on the lakes, are only able to be with them week-ends. By this arrangement, if the C.N.R. gets enough support to carry out, they will be able to make the trip daily.

The Morrisburg and Ottawa Electric Railway company may increase bond privileges from \$20,000 to \$30,000 per mile, this right being granted by the railway committee of the legislature this morning.

It was explained by Mr. G.D. Kelly, counsel for the railway, that the charter had not been lived up to in the failure to expend the necessary 15% of the capital cost in construction on the two year limit. By an amendment, unless this is settled in two years, the charter will be removed.

There is now sufficient money on hand to finish building the dozen miles in the Ottawa entrance and this was regarded as a profitable section, but the construction will be cautious until a successful business is assured.

Temporary Passenger Service

In response to numerous requests from the traveling public for some accommodation over the recently completed Canadian Northern line between Napanee and Ottawa, the company is operating a passenger coach on freight trains No. 93 and 94 which leaves Smiths Falls going east at one o'clock, arriving in Ottawa at 4:00 p.m.; returning, leave Ottawa at 9:00 a.m. arriving Smiths Falls at one o'clock p.m. This service is daily except Mondays and began on Thursday the 9th. Inst. Details of the full passenger service may be obtained from any C.N.R. agent. The temporary service will prove a great convenience to those residing at intermediate points and to the general public.

APPROVED SAFER PLAN

Railway Commission Deals With Siding Application.

An application by the Dustbane Manufacturing Co. Limited, whose factory is situated just beyond Cummings Bridge, for a siding on the main line of the C. P. R., has been turned down by the railway commission, and an alternative plan offered, whereby instead of the siding being connected with the main line of the C. P. R. the spur would come off from the leg of the "Y", connecting the main line with the St. Lawrence and Ottawa line of the C. P. R. leading to its Sussex street freight yards. The company claimed that they were induced by the railway to build their factory on its present location, by a representation from the railway that a short spur would be put in from the company's main line. The railway company, however, changed its position and decided not to build the spur from the main line, and the railway commission held that the plan of the railway company was in the interests of the travelling public the safest one.

Council Meeting excerpts

Notice of meeting of Railway Commission at Ottawa on the 5th of May when an application would be considered from the C.N.R. Co. to connect its line of railway with the C.P.R. and to connect a siding to the Malleable Castings Co. with the C.P.R.

Council Meeting excerpts

Mr. Forbes, C.P.R. resident engineer wrote to ask what the Council's objections were to the proposed method of draining the Chambers street subway and what proposition it had to improve it.

The Morrisburg and Ottawa Electric Railway may increase its bonds privileges from \$20,000 to \$30,000 per mile, this right being granted by the railway committee of the Legislature at Toronto.

It was explained by Mr. G.D. Kelley counsel for the railway that the charter had not been lived up to in the failure to expend the necessary 15% of the capital cost in construction on the two year limit. By an amendment, unless this is settled in two years the charter will be removed.

There is now sufficient money on hand to finish the building the dozen miles in the Ottawa entrance, and this was regarded as a profitable section, but the construction will be cautious until a successful business is assured.

Railway Construction

(A?) number of men are engaged in laying heavier rails on the Prescott and Ottawa branch of the C.P.R. The rails used on this branch line are sixty-five pounds to the yard and those being laid now weigh eighty pounds a yard. The great train loads of ballast carried from Osgoode pit over this line during the summer and the use of heavier engines has necessitated this change of rails. Formerly this heavy weight passing over the light rails broke many ties since the flange of the rails was narrow. The eighty pound rails have a much wider flange and will not injure the rail.

Glengarry Railway

Cornwall, Ont., April 22. - Work will be commenced on the construction of the Glengarry and Stormont Railway as soon as weather conditions permit. The promoters have let the contracts for several sections of the road, which is to connect Cornwall with the C.P.R. at St. Polycarpe, Que., through country which has never been served by a railroad. It is expected that the rails will be laid the entire length of the road by November 1, and that trains will be running a month later.

The C.P. Vic's

At a well attended meeting Saturday evening in Clark's block, the football enthusiasts of the mechanical and car department of the C.P.P. organized a Football Club, and christened it the Canadian Pacific Victorias (C.P. Vic's) The following officers were elected.

President - D. W. Watson

Vice " - L. E. Bradley

Sec. Treasurer - Wm. G. Watson

Captain - Robert Henderson

Sub-Captain - Jas. Johnston

Managing Committee - Jas. Grant (Chairman), D. W. Stevenson Line men - John Reid, C. E. Watson.

Playing colors for the club have not been decided on, but it is expected that they will come to some understanding at their next meeting.

The committees of the different clubs should make some move now towards forming a town league, as football is a good clean sport and should get good support in Smiths Falls.

28/04/1914 *Rideau Record*

Winchester

Smiths Falls

New Trains

Two new daily trains between Montreal and Winnipeg were put on by the C.P.R. yesterday, making two fast daily trains each way between the east and the west.

29/04/1914 *Ottawa Journal*

Ottawa Terminal

Railway Facilities of Ottawa. Contains a summary, with incorrect information, of the history of the railways of Ottawa. Includes a line drawing of Broad Street. Special issue to commemorate the thirtieth anniversary of the Journal.

02/05/1914 *Ottawa Journal*

Sussex Street

Sussex Street

The application of the St. Lawrence and Ottawa Railway Co. for authority to expropriate land on the north side of McTaggart Street, Ottawa, for the enlargement of its Sussex Street Terminals will be considered by the Board of the Railway Commissioners on Tuesday morning at 10 o'clock. The question of requiring further and additional smoke consuming devices and the amplification of the existing orders with a view of abating the smoke nuisance at the terminals will also be considered.

04/05/1914 *Ottawa Citizen*

Morrisburg and Ottawa Electric

DISPUTED ENGINEER'S CLAIM FOR REPORT

Re-Echo Morrisburg and Ottawa Railway Stock Call Objection.

Quite a number of prominent people and concerns were mixed up in one way or another in a law suit which was argued before Mr. Justice Lennox in weekly high court on Saturday (2/5). Walsh and Drury, consulting engineers, in their official capacity, brought action against Mr. Thomas Clarey and a number of the shareholders of the Morrisburg and Ottawa Railway to recover the sum of \$900 for professional services rendered

Some time ago the Morrisburg and Ottawa Railway directors made a call on the shareholders for an extra payment to meet certain expenses. A number of the stockholders, including Mr. Thomas Clarey, objected on the grounds that there was not sufficient warrant for the call. Mr. Clarey and his backers undertook to have the work done by the Tierney Construction Company measured up, and for this purpose secured the professional services of Walsh and Drury. This firm measured up the work and submitted their report and plans to Mr. Clarey, and also a bill for \$900 for services rendered. Mr. Clarey thought the charges altogether too much and refused to pay them, whereupon Walsh and Drury sued. The charges were \$50 per day for eighteen days' work.

The judge held that owing to the lack of proper evidence he was not able to determine how long Walsh and Drury should have spent on the work, but he would allow them \$50 per day for three days' work in the field, \$50 per day for two days' work on the reports, and \$40 per day for ten days' ordinary office work, which all amounts \$650. The judge said that Mr. Clarey was in error in not having an understanding with Walsh and Drury as to the charges before the work was begun.

05/05/1914 *Ottawa Journal*

Sussex Street

Sussex Street

The Board of Railway Commissioners this morning granted the application of the St. Lawrence and Ottawa Railway (Company (C.P.R.) for authority to expropriate a piece of land on the north side of McTaggart Street, Ottawa for the enlargement of its Sussex Street terminal.

05/05/1914 *Ottawa Journal*Ottawa and St. Lawrence Electric *Britannia Spur*

It is stated that the Britannia Spur of the St. Lawrence and Ottawa Electric Railway will not be built out to the Nepean rifle range this year unless government assistance is given the road.

"I will say nothing for publication, but, if we do not get assistance this year, we have been told that our request will be among the first to be taken under consideration next year," said one official of the company.

Another official inferred that if the assistance was not forthcoming from the government the spur would not be built until next year.

"Where will your city terminus be situated? Asked the Journal. "We have nothing to say for publication and have not chosen between several sites under consideration, was the reply. The Journal, however, has been informed that the St. Lawrence and Ottawa Electric railway terminus will be somewhere in the vicinity of Holland Avenue and the Britannia car line.

05/05/1914 *Rideau Record*

Smiths Falls

First Through Train

The first through train over the C.N.R. line from Quebec to Toronto arrived at Smiths Falls last Thursday afternoon at 3:30 o'clock carrying 499 passengers, all immigrants from the steamer Royal George. Attached to the train was a private car containing several of the officials of the company.

It is the first time that immigrants or others were conveyed from Britian to Toronto exclusively by the C.N.R.

The run was made in good time considering that the road is new. The entire road was satisfactory to the officials, and the regular through traffic will start in the early summer.

The immigrants, about half of whom were for Toronto, appreciated the honor they had in being the first to pass over the new railway. They were given souvenirs.

05/05/1914 *Rideau Record*

Winchester

Smiths Falls

Town Council Meeting excerpts

"Moved by Mr. Gould seconded by Mr. Ridewood that the application of Mr. Forbes C.P.R. engineer for approval of plan regarding the laying of 6 inch water pipe on McCann street ofr the purpose of fire protection to the C.P.R. property be referred to town engineer."

07/05/1914 *Morrisburg Leader*Morrisburg and Ottawa Electric *Morrisburg*

The Council

The reeve read a letter from Mr. J.G. Hilt suggesting that the village give a bonus to the Morrisnurg and Ottawa Electric Railway when it shall have run its line into town

Council Meeting excerpts

"The members of the Council of the Board of Trade were present with Messrs. Shaw and Fairburn representing the C.N.R. The two latter gentlemen said that the Railway Commission had disallowed the interswitching of the two lines of railway here and they wanted the Council to send a petition to the Railway Commission asking that interswitching be granted. Messrs. A. B. Scott and J. E. Ruby members of the Board of Trade also spoke on the matter, the latter emphasizing the fact that the C.N.R. would not be much good to the Frost & Wood business unless interswitching was allowed as there would be too much hauling.

A motion afterwards made by Alderman Gould seconded by Alderman Ridgewood. "That we learn with surprise that the Board of Railway Commissioners refused to grant the application of the C.N.R. for interswitching privileges with the C.P.R. at this point in accordance with the plans and specifications submitted to and approved by the council. That it is in the interest of Smiths Falls that this application should be granted in order that shipping facilities at this place be put on the same basis as at other places. It is therefore the desire of this Council that the application be granted and that a copy of this resolution be forwarded to the Board of Railway Commissioners." Carried.

The farmers of this country are a long suffering people. They will stand by and see the Borden Government give further aid of \$45,000,000 to a railway, which has already had assistance from the public treasury of \$214,000,000 while they are refused a single dollar for good roads in the country.

Neither the town council nor the Board of Trade should stay their hands until the Dominion Railway Commissioners have made an order providing for interswitching facilities between the C. P. R. and the C. N. R. at Smiths Falls. The action of the commission in deferring such an order at its meeting a week ago is a great surprise to the business and manufacturing firms of the town, as it was taken for granted that the necessary arrangements for interchange of traffic would be made as soon as the new line was ready.

13/05/1914 Ottawa Citizen

Smiths Falls

Gasolene Electric Cars on Canadian Northern Will Bring Beautiful Rideau Lakes District Within East Reach of the Capital

The Rideau Lakes country will be within comparatively easy distance of Ottawa, on and after next Saturday afternoon, for the Canadian Northern proposes to inaugurate a passenger service between here and Chaffey's Locks, 70 miles along the C.N.R. Ottawa-Toronto line.

It is intended to run gasolene electric cars, leaving the C.N.R. station at Henderson Avenue at 5 p.m. daily, and leaving Chaffey's Locks the next morning around seven o'clock, so that arrival in Ottawa will be timed about nine o'clock. On Saturdays it is likely a special week end train will leave about two o'clock in the afternoon.

The type of gasolene-electric cars to be used here have a seating capacity of 75 and can run at a speed of 60 miles an hour. A gasolene engine generates the electric power in the motorman's vestibule, by which the car is propelled. Similar cars have been in use on other parts of the C.N.R. system for some time with remarkable success. Each car represents an outlay of \$35,000.

Even when the through passenger service to Toronto is inaugurated on this new C.N.R. line, some time next month, it is understood the gasolene-electric car service will still be maintained throughout the summer months, primarily for the benefit of Ottawans desirous of visiting the Rideau Lakes Country, to fish or loaf amidst the beautiful scenery.

The line of the C.N.R. from Ottawa to Chaffey's Locks runs through Rideau Junction, Merivale, Fallowfield, Twin Elm, Richmond, Dwyer Hill, Nolans, Smith's Falls, Lombardy, Portland, Brockville Junction, Elgin and Chaffey's Locks. Part of the route is along the shores of Oplnicon Lake, Big Rideau Lakes, Newboro Lake, and Upper Rideau lake.

Motor busses will convey passengers from the C.N.R. ticket office in the Russell House block to the Henderson Avenue Station half an hour or 15 minutes before the train leaves.

14/05/1914 Rideau Record

Smiths Falls

Special Summer Service

The C.N.R. will establish a special daily summer service over their new line between Ottawa and Chaffeys. The company has been quietly carrying on an investigation of the Rideau lakes to determine their possibilities as a summer resort and it is understood that it has received such favorable reports that it will include in its plans the making of a great play ground that shall outrival the Muskoka lakes district. Nothing has been officially given out about it by the company yet but big plans are said to be in the making and 1915 will in all likelihood see the carrying out of many of them. Meantime a beginning will be made on Saturday of this week by putting on a daily service each way between Ottawa and Chaffeys. The train will consist of one large coach drawn by a gas electric engine, of which a cut is given herewith. There are only two of these gas electric trains in use in Canada and the one on this run will be quite a novelty. It will run on the following schedule beginning on Saturday:

LeaveChaffeysAt6:10a.m.

"Portland"6:37" "

"Lombardy"7:00" "

"Smiths Falls"7:17" "

ArriveOttawa"9:00" "

Returning

LeaveOttawaAt5:15p.m.

"Smiths Falls"7:00" "

"Lombardy"7:17" "

"Portland"7:40" "

ArriveChaffeys"8:25" "

On Saturdays the above schedule will be varied by the train leaving Ottawa at 2 o'clock instead of 5:15 and Smiths Falls at 3:45 instead of 7:15. Aside from tourist traffic, this train should be a good thing for Smiths Falls. It will stop at all stations and will also make connections both ways at Brockville Junctions for Westport and Newboro. In this way it will make all that country tributary to Smiths Falls and within easy reach of it.

14/05/1914 ei

Belleville

Inspecting New Road

Business and pleasure were mingled on Tuesday in connection with an informal inspection by C.P.R. officials of the new Lake Shore line of the company - business as respects the examination of the state of the road which was bound to be admirable condition and pleasure as regards the cordial manner in which the officials were received by the people of the various town through which they passed.

The inspecting officials were Mr. Alfred Price, assistant general manager of the company, Montreal; Mr. J. T. Aartundel, general superintendent; and Mr. J. Hirschberg, divisional engineer Toronto. Accompanying them were Messrs. C. B. Foster assistant general passenger traffic manager; G. H. Ham of Montreal; and M. J. Murphy district passenger agent of Toronto with some local officials. Although nothing but a vague intimation was given of their coming, there were large gatherings of prominent citizens at several towns, who gave visitors a cordial welcome. At Port Hope and Oshawa the party were driving through the towns and the latter place welcoming speeches were informally delivered to which happy responses were made by Mr. Price and Mr. Ham, Belleville, Coburg, Bowmanville and Whitby were also visited. The road was found in excellent condition - the picturesque stations nearing completion and everything in readiness for the inauguration of a freight service about the first of June, to be followed by passenger service a few weeks later.

14/05/1914 *Chesterville Record* *New York Central* *Cornwall*

A sensation was caused at Cornwall a few days ago in railway circles by the arrest of James Lyon a conductor on the Ottawa and New York Railroad for violating the United States Immigration laws. Mr. Lyon is one of the oldest conductors on the road, A warrant for his arrest was issued by Commissioner Lawrence of Malone, and Lyons was arrested by Marshall Robey, the prisoner being taken to Malone to await the grand jury which will sit in Binghampton about the middle of June.

14/05/1914 *Chesterville Record* *Alexandria* *St. Polycarpe*

The GTR station at St. Polycarpe was destroyed by fire at five o'clock Tuesday morning. The damage is estimated at \$4,000. Sparks from a passing engine are believed to have caused the blaze.

15/05/1914 *Eastern Ontario Review* *Alexandria* *St. Polycarpe*

The G.T.R. station at St. Polycarpe was destroyed by fire at five o'clock Tuesday morning, The damage is estimated at \$4,000. Sparks from a passing engine are believed to have caused the blaze.

15/05/1914 *Renfrew Mercury* *Beachburg* *Pembroke*

The Observer says that contrary to reports work on the C.N.R. at Pembroke will proceed this summer. Mr. Dan McKenzie will be in charge of the track laying; a distance of about 60 miles remaining to be laid to complete the line to North Bay. Some large trestles have also to be filled in.

15/05/1914 *Ottawa Journal* *Locksley*

After leaving Pembroke late, the 12.50 Grand Trunk train was derailed a few miles outside Golden Lake depot Thursday afternoon. The tender of the engine was the first to leave the track and the balance of the train followed. All cars, however, remained upright and except for a severe shaking the many passengers were none the worst for the mishap. Passengers booked through to Ottawa did not reach here until after 10 o'clock Thursday evening. A party of Grand Trunk officials were in the last coach and when questioned upon their arrival in Ottawa as to the cause of the accident were at a loss to find an explanation, as an inspection of the track revealed everything in perfect order. It was learned this morning, however, that a sunken track was, in all probability, the cause of the delay, although there is no official confirmation of the supposition.

The train was late in leaving Pembroke and in making up time and running at a high rate of speed the slightest undulation in the tracks would have put it out of course.

15/05/1914 *Eastern Ontario Review* *Morrisburg and Ottawa Electric*

Morrisburg May 7 Messrs. J.G. Kilt and R.J. Biggar of Ottawa spent a couple of days in Morrisburg this week on business in connection with the Morrisburg and Ottawa Electric Railway. While here they crossed the St. Lawrence to Waddington and had an interview with officials of the Norwood and St. Lawrence railway also inspected the fall where power is to be developed for the Hydroelectric Power Commission in eastern Ontario.

15/05/1914 *Eastern Ontario Review* *Cornwall*

The promoters of the Glengarry and Stormont Railway will, just as soon as weather conditions will permit, proceed with the construction of the new line which is to connect Cornwall with the C.P.R. at St. Polycarpe Junction. Several sections of the road have already been given out on contract, and it is confidently expected that the rails will be laid the entire length of the road by November 1st, and that trains will be running before next Christmas.

19/05/1914 *Rideau Record* *Smiths Falls*

First Train

The first regular passenger train over the C.N.R. began running on Saturday, arriving here at 3:45 o'clock in the afternoon. It consisted of one large coach drawn by a gas electric engine and makes a fine train for summer service. It will run daily except Sundays between Ottawa and Chaffey's.

19/05/1914 *Rideau Record* *Winchester* *Smiths Falls*

Council Meeting Excerpts

Mr. Ridewood asked if anything had been done by the committee appointed to confer with the C. P. R. relative to the draining of the Atironto ditch. He thought it would be a good idea for the Council to go in with the C. P. R. in the matter of drainage. Atironto had not even got a sewer let alone water and they had been paying who had all the facilities. That part of the town should get some consideration.

Mr. Gould said he didn't think Atironto had been neglected purposely by any Council. They had been waiting on the C. P. R. to see what layout they would make so that the work would not have to be done twice. When that was done and the new subway built then they could consider the improvements for Atironto and do the work as it should be done.

Mr. Boyd didn't see how they were going to pump the water out of the subway.

Mr. Gould said the C. P. R. had undertaken to pump and keep the road dry in the subway and it was up to them to do it.

Mr. Davidson said the whole thing in a nutshell was that the C. P. R. wanted Council to accept a plan of pumping the water into the town sewer and the committee would not accept of it. He would like the authority of the Council as to how far they could go in the matter.

Moved by Mr. Gould seconded by Reeve Peatson that the application of the C. P. R. for the installation of a water pipe on McCann street for fire protection purposes be accepted.

19/05/1914 *Rideau Record* *Beachburg*

C.N.R. Upper Line. Northern Ontario Section Will Be Ready In The Fall

A dispatch from Ottawa says: Some time next fall the Canadian Northern line now under construction from Ottawa to Port Arthur via Pembroke, Eastport, North Bay and Sudbury, will be put in operation for freight and local traffic and probably for traffic of all kinds, says Sir Donald Mann, vice-president of the C.N.R. With the completion of this line from Ottawa to Port Arthur, the Canadian Northern will have a through line in operation from Quebec to British Columbia.

21/05/1914 *Rideau Record* *Maniwaki*

Bush Fires Are Raging in the Ottawa Valley and in the North Country - Settlers' Homes and Mining Camps Imperilled - Heavy Rains the Only Hope.

Bush fires throughout the Ottawa Valley and district continue to assume serious aspect through reports from fire rangers employed by the Grand Trunk, Canadian Pacific and leading local lumbermen state that the outlook is now not so serious as it was on Tuesday. If the wind does not rise and rain comes soon there can be reasonable hopes entertained of preventing the fires from spreading.

At St. Pierre de Wakefield, Venosta, and Maniwaki, there are fires raging, all of a serious character. The timber limits of W. C. Edwards at Eardley are believed to be the scene of another bush fire, some two miles by one mile in extent.

The whole countryside is in such a condition that nothing but a heavy rain will be material use in fighting the fires.

A big forest fire is raging in the township of North Lowe, in the Gatineau district. The flames have burned the Northwood bridge across the Gatineau river and have devastated nearly all the standing timber in the limits belonging to the Star Creek Lumber Company. Telephone communication has been cut off owing to the bush fires having burned the poles and grounding the wires. If there should come up a high wind before rain falls the whole Gatineau district would be destroyed.

In the north country around Cobalt and Englehart many fires are raging and a call for help has been sent to the Government at Toronto. Rain is most anxiously liked for.

21/05/1914 Rideau Record Kingston (CN) Brockville

Aubrey Yeomans, aged fifteen of Brockville ran away from his home. After riding about for a day or two in box cars, he was arrested on Monday in the railroad yards at West Toronto. He is being held as a vagrant, awaiting the arrival of his parents.

21/05/1914 Rideau Record Westport Westport

The Mighty Hoag Circus will exhibit at Westport on June 6th. They will travel over the C.N.R. from Trenton and will continue along the same railway from Westport to Ottawa.

22/05/1914 Eganville Leader Locksley

Sunken Track Caused Derailing of Pembroke Train

After leaving Pembroke late, the 12:50 Grand Trunk train was derailed a few miles outside Golden Lake depot, Thursday afternoon. The tender of the engine was the first to leave the track and the balance of the train followed. All cars, however, remained upright and except for a severe shaking the many passengers were none the worse for the mishap. Passengers booked through to Ottawa did not reach there until after 10 o'clock Thursday evening. A party of Grand Trunk officials was in the last coach and when questioned upon their arrival in Ottawa as to the cause of the accident were at a loss to find an explanation as an inspection of the track revealed everything in perfect order. It was learned this morning, however, that a sunken track was in all probability the cause of the delay, although there is no official confirmation to the supposition.

The train was late leaving Pembroke and in making up time and running at a high rate of speed the slightest undulation in the tracks would have put it out of its course.

22/05/1914 Renfrew Mercury Locksley

The G.T.R. passenger train between Pembroke and Golden Lake was derailed last week. The cars remained right side up and no one was injured.

26/05/1914 Ottawa Journal Renfrew Elgin Street

Fire in the lumber yards of J. & C. Low Construction and Barrett Bros., Lumber dealers, south side of Catherine between Kent and Lyon.

28/05/1914 Chesterville Record New York Central Cornwall

A fatal accident occurred at the Ottawa and New York Railway station, Cornwall, at 4 o'clock, Tuesday afternoon, when Wm. Britton, a member of the motor car crew of the Cornwall Street Railway, was instantly killed and Archie Martell, were coupling a freight car to the motor car, the latter being at rest at the time. Just then an O&NY engine with a number of cars attached came down the tracks and struck the car which Britton was coupling jamming him between the two cars causing instant death. Martell got out with a few injuries.

The unfortunate man who is survived by a wife and several children, was about fifty years of age and had been employed by the Street Railway Company only since May 4. Previous to this he had been employed by the Grand Trunk Railway at St. Henri, Montreal. An inquest has been ordered by the Coroner, Dr. C.J. Hamilton.

28/05/1914 Chesterville Record Cornwall Cornwall

C.L. Hervey C.E. of Montreal and Lancaster and promoter of the Stormont and Glengarry Railway which is to be built from Cornwall to St. Polycarpe where it will connect with the CPR was in town today. The Smith Concrete company of Montreal, have been awarded the contract for the bridges over the Black River, M.M. McArthur, Montreal, will build thirteen miles of the road from St. Polycarpe west; A.F. Mulhern of Cornwall, four miles; H. Johnston, one mile; D.B. McIntyre of Maxville one and one-half miles; G and S Railway company four miles, and G.R. Phillips of Cornwall, four miles which will complete the twenty seven and a half mile distance between St. Polycarpe and Cornwall. It is expected that the rails will be laid before the first of December next.

29/05/1914 Eastern Ontario Review Cornwall

Mr. C.L. Hervey C.E., of Lancaster and Montreal was in town on Saturday. Mr Hervey says the arrangements for the expropriation of land for a right away for the Glengarry & Stormont Ry., which is to connect Cornwall with the C.P.R. at St. Polycarpe are progressing favorably. Contracts have been let for the entire distance and work on some of the sections will be commenced this week. Mr. G.R. Phillips of Cornwall has the first contract running out to Cornwall to the East and the other contractors in order are as follows - the Glengarry and Stormont Ry. Co.4 miles; Mr. D.B. McIntyre of Maxville 1½ miles; Mr. H. Johnston of Montreal, 1 mile; Mr. A.F. Mulhern, of Cornwall 4 miles; Mr. M.M. McArthur of Montreal 13 miles, into St. Polycarpe. the Smith Concrete Co of Montreal has the contract for the building of bridges crossing the Black River. It is expected that steel will be laid the entire distance by December 1st of this year.

29/05/1914 Eganville Leader Renfrew Madawaska

Reports the Ottawa Free Press of Wednesday: - Word has been received at the G.T.R office here to the effect that unless the wind blows up, the bush fires in the vicinity of Madawaska are not likely to cause any further damage to property. Tents and blankets have been sent up by the militia department, although there is no need for them, as was first reported.

The Grand Trunk yesterday had in all 16 freight cars burnt, one being loaded with hay. A storehouse, wheelhouse and oilhouse were also destroyed by the flames, with a total loss to the railway of \$6,500. A large number of men are now fighting the fires, which, it was stated, are now under control.

29/05/1914 Morrisburg Leader Cornwall Street Cornwall

William Britton, an employee of the Cornwall Street Railway, was killed Wednesday. He was jammed between two freight cars of the Ottawa and New York Railway during shunting operations, and died almost instantly. Archie Martell, who was working with him, had his face scratched and two fingers broken

01/06/1914 Ottawa Journal New York Central

One of Ottawa's most prominent railwaymen died early on Sunday morning, at the Russell House, in the person of Mr. Henry W. Gays, general manager of the Ottawa and New York railway, after an illness which covered a period of four months.

The late Mr. Gays came to Ottawa seventeen years ago as general receiver of the Ottawa and New York Railway, and just previous to taking that position he had been general manager of the St. Louis Terminal Railway. His experience in the railway world was a wide one as he began as a messenger boy in the offices of one of the railways of the western states and worked himself up until he became chief operator. When, in the year 1907, when the New York Central took over the portion of the Ottawa and New York Railway which runs south of Cornwall, Mr. Gays was given the exposition of manager of the Ottawa division of the New York Central and Hudson River Railroad as well as that portion of the line running from Ottawa to Cornwall.

The late Mr. Gays was sixty-five years old. He was born in Dunkirk, New York, and received his early education at the Dunkirk public schools. In the year 1862 he entered the service of a railroad operation in the western states and in 1876 he married Miss. Nannie Borden Keigwin, of Jeffersonville, Indiana. He was a member of the Ottawa Board of Trade and attended All Saints Anglican Church.

The late Mr. Gays is survived by his widow and two sons, Henry of Winnipeg and Wann of Buffalo. The remains will be taken to Louisville, Kentucky, for interment.

A Happy Crowd

No happier crowd has ever been at the C. P. R. station in Smiths Falls than the salvation Army men and women who were here last Thursday morning en route to England. There were 150 of them and they traveled by special train. They stopped here 15 minutes and many of them were on the platform and in the restaurant. They were all in high spirits at the prospect of the trip and the happy holiday ahead of them. Many of them returning to the old homes in England for the first time since they had come away. They had been planning the journey for months and looking forward to it with great pleasure. Their train swept them away from here amid the waving of hats and the calls for a safe voyage. That night at 2 o'clock the ship on which they had taken passage was sunk in the St. Lawrence and nearly all the happy crowd were drowned. Commissioner Rees, his wife and children were all lost. It was one of the saddest things of the very sad disaster.

Lost on the Empress

Among those lost on the Empress of Ireland, were Mr. F. Hamilton, who was ticket agent for the C. P. R. at Smiths Falls for about a month at the time of the strike, and Miss Annie Swindlehurst whose home was here a few years ago. Both were employed on the Empress.

02/06/1914 *Rideau Record*

Beachburg

Brush Fires

Much damage has been done lately by bush fires along the C. N. R. near Pembroke. About eighteen miles from that town the engineers have had some trying experiences. Their camps have been completely destroyed, trestles along the railway line badly damaged, and it was with the greatest difficulty that they themselves escaped. The fire traveled to within five or six miles of Pembroke and in different sections the residents have been fighting continuously to save their buildings. Many miles of territory have been burned black and many thousands of dollars worth of timber have been destroyed. The fire is now under control.

02/06/1914 *Rideau Record*

Smiths Falls

Smiths Falls

Civic Problems. Considered by Council - Armory Site Discussed But No Agreement Reached - The Committee's Report Rejected - Exerpts

"From Mr. M. G. Henniger offering sixteen town lots each 80x120ft. fronting on James Street between James and John streets and abutting the property of the C. N. O. Ry. For the sum of \$225.00 per lot or \$3600.00 in all."

"From Daniel Street at the old railway station which combined, would make a site in size about 150x250 ft. for a total of \$13,400.00."

"The Henniger property, consisting of sixteen town lots each 60x120ft. in size equals two and two-third acres and as it is bisected by a blind end of Mary Street 240x66 feet this street could be closed and added to the property without cost to the town. This would give a total of about three acres of land all in one block with streets on three sides and only three blocks to the westward on Church Street (1200 ft) from the Town Hall. Part of his property has heretofore been wet in Spring time but the fill which has been and is being made on the C. N. O. Ry. Property combined with the drainage of the new sewer at present under construction will remove this objection and if it were taken over by the Department the whole property would be improved and built up."

09/06/1914 *Rideau Record*

Smiths Falls

Smiths Falls

Letter to the editor of the Rideau Record

Dear Sir - Allow me a little space in your paper to express a view on the drill shed site.

Not doubt a great many people who do not know the Henniger site to take it for granted that because some of the councilors call it a bog hole, it must be so. I will grant you that the spring of the year it is wet, but if the town buys the site up to the Government to fill it in to brake the land high enough for them to put up a \$60,000 building. Would it not be a good thing to get this rather low land filled in, was it not a good thing for the town that the C. N. R. chose this same part of town for their station, have they not improved their property? Will the Government not improve their property because it will be Government property? Mr.

Editor, lots within 100 yards of the Henniger site are held at \$600 a lot, two very substantial brick houses have been put up within the last year within 100 yards of this site. The price \$225.00 a lot that Mr. Henniger is asking is not a big price when others are asking \$600.

This is the Government's second choice, let us close the deal and have our armory built as soon as possible. Let us not lose sight of the fact that this site is only 1300 feet from the town hall and next door neighbor to the C. N. R. station. Thanking you Mr. Editor for this space and hoping soon to see this \$60,000 building added to our town. A Tax Payer.

11/06/1914 *Rideau Record*

Smiths Falls

Smiths Falls

Interesting Steamship Exhibit

There is now on view in the Canadian Northern Railway's station in Smiths Falls an interesting model of their well known Atlantic steamships.

This was made in 1910 especially for the Canadian Northern Steamships Limited by the builders, the famous firm of the Fairfield Shipbuilding Company, Govan, Glasgow Scotland at a cost of \$5,000.

Twelve and a half feet long and over six feet high, the model is built to scale and is strictly accurate in every small detail in view from the rigger to the deck equipment, so that an exact idea can formed of the character of vessels.

The Canadian Northern Steamships Royal Edward and Royal George are each 445 feet in length with a beam 65 feet and a moulded depth of 28 feet.

They have a passenger capacity for 300 people in the first class, 250 in the second class and 520 in the third. For the first and second classes there are promenade and bridge decks a quarter of a mile in extent, while for the third class there are large areas forward and aft on the saloon deck and on the aft portion of the bridge deck. The speed record of the Royal Line is as follows:

The Royal Edward, summer voyage Bristol to Quebec - 5 days 20 hours.

Winter voyage, Bristol to Halifax 5 days, 16 hours.

Royal George runs 3 days, 19 hours, voyage from Montreal. This is the fastest run ever accomplished on the Canadian route.

11/06/1914 *Rideau Record*

Belleville

Opening New Line

The Lake Shore line of the Canadian Pacific Railway opened for business on Monday June 1st. Through freight trains started simultaneously from Toronto and Smiths Falls at precisely 8:45 a.m. The freight train from Smiths Falls consisted of sixty-five cars loaded with merchandise from Montreal bound for Toronto.

The crew was made up as follows: - Conductor Deegan, Engineer Taylor, Fireman Zufelt, Brakeman Carter and Griffiths and Pilot Manion. All through freight is now being sent over the new line, and because the grades are better heavier trains can be handled. The dispatchers office in Havelock has been closed and the operators sent to Toronto. The assistant Superintendent, formerly resident of Havelock has been moved to Trenton and it is rumored that passenger service over the Lake Shore line will be inaugurated about the 1st. of July.

12/06/1914 *Renfrew Mercury*

Locksley

A Grand Trunk train cut a Pembroke waggon in two at the Mary street bridge crossing one day last week. The horses and front end of the waggon were thrown to the water's edge, the rear wheels and the waggon box to the other side of the track. The Observer says the horses went down eighteen feet and were unharmed.

ENGINE STARTED FIRE

Several Buildings Burned in Hammond Village.

Fire, said to have been started by sparks from a railway engine, did about \$10,000 damage on Saturday morning in the village of Hammond, Ont., about 25 miles from Ottawa, on the branch line of the Grand Trunk, from South Indian to Rockland.

The fire started in the Grand Trunk station soon after a train had passed and in a few minutes enveloped the little building in flames, which, spread to Joseph Roy's butcher shop. then to his residence. From there it spread to O. Heneys general store, the Orange hall, the Methodist church and W. F. Empty's residence, where it died out because there was nothing more to burn close by.

Mr. Roy's loss is about \$2,500. partly covered by insurance; Mr. Heneys, \$2,600, also partly insured; Mr. Empey's \$1,000; the Orange hall. Methodist church and the Grand Trunk station \$1,000 each, on which there was very little insurance.

All the contents of the buildings were burned as the fire spread so rapidly there was no time to save anything.

18/06/1914 *Chesterville Record**New York Central*

Mr. S.R. Payne, who for some time past, has held the position of assistant general manager of the New York Central lines in Rochester, NY, has been appointed to succeed the late Mr. Henry Gays as general manager of the Ottawa Division of the New York Central and Hudson River Railway Company. Mr. Payne, who is only 49 years of age, had had a wide and varied railroad experience. He was born December 21, 1865, and when 17 years of age entered the employ of the Lake Shore and Michigan Southern Railway as an operator.

19/06/1914 *Eastern Ontario Review**Hammond**Hammond*

Fire at Hammond

Grand Trunk Station and Freight Shed, loss \$2,000

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Hammond Ont., June 15. - Seven buildings were totally destroyed by fire here on Saturday morning entailing a loss of about \$10,000.

The fire started in the Grand Trunk freight shed, evidently from a spark from a passing engine, and had gained considerable headway before it was noticed by the station agent about 10.30.

A strong wind was blowing in the direction of the village and the flames soon attacked the station which was a wooden structure. It then spread to the main street and inside of two hours several stores the Methodist church and Orange hall, both frame buildings, were smouldering heaps of ashes.

Bucket Brigade

The volunteer bucket brigade worked valiantly, and it was due to their efforts that the remainder of the village was saved. Water had to be drawn from long distances, but considerable aid was given by the engine of the G.T.R. train which pulled into the village while the fire was raging. The water in the boiler was run off into buckets and used on the flames.

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22/06/1914 *Ottawa Journal**Renfrew**Kinburn*

Head on collision, two freight trains at Smiths Crossing, one mile from Kinburn. Two dead and three injured.

23/06/1914 *Ottawa Citizen**Morrisburg and Ottawa Electric*

The Morrisburg and Ottawa Electric Railway Company.

NOTICE TO CONTRACTORS.

The Morrisburg and Ottawa Electric Railway Company desire to receive tenders for the complete construction, equipment and right of way of its line of railway commencing at or near the City of Ottawa and extending to Chesterville, Ontario, being a distance of about thirty-five miles, such tenders to be based on the Company's plans and specifications. Payment to the successful tenders will be in bonds or stock or both of the said Morrisburg and Ottawa Electric Railway Company.

Tenders will be received up to noon of the fourth day of July, 1914. and the plans and specifications for the proposed work can be inspected at any time up to the said date at the offices of the Morrisburg and Ottawa Electric Railway company Union Bank Building, Ottawa. Ont.

For further Information apply to the undersigned at the offices of the Company.

Dated at Ottawa this 20th day of June A.D. 1914.

L. VON SYDOW.

Engineer in Charge.

26/06/1914 *Ottawa Journal**Morrisburg and Ottawa Electric*

A strip of land from Ottawa to the St. Lawrence, fifty feet wide is offered free for a highway.

As announced exclusively yesterday in the Journal yesterday, the Highway Commission of the Ontario Government has begun preliminary preparations for a highway from the Capital to the St. Lawrence. This, it is expected, will be completed in 1916.

The Morrisburg and Ottawa now announces that realizing the great benefits of a highway such as is proposed, it stands willing to turn over to the Commission free, a strip of land fifty feet on land stretching right down from Ottawa to the St. Lawrence. The offer is being communicated to the Highways Commission at once.

26/06/1914 *Eastern Ontario Review**Renfrew**Kinburn*

Kinburn Ontario June 21 - Two men were killed and three others more or less seriously injured when two freight trains collided head-on on the Parry Sound line of the Grand Trunk railway about a mile west of here at 9:30 last night as a result, it is believed, of a misunderstanding of orders. The dead men were the firemen on the engines H Jessop, who was firing the eastbound train, and E.O'connor employed at similar work on the other.

Jessup's home was at Pembroke but he boarded at 397 Elgin Street Ottawa. O'Connor was a native of Arnprior and was boarding at 721 King Edward Avenue, Ottawa. Both are single.

the injured men are George Smith 189 Concord Street Ottawa engineer of the westbound train, right arm and right angle injured.

W J Moylan Ottawa Brakeman

E. Carroll Ottawa, brakeman, left ankle injured

27/06/1914 *Ottawa Journal**Morrisburg and Ottawa Electric*

Work to start on Morrisburg and Ottawa line

Will mean that hundreds of men will be put to work.

Tenders let soon.

Mr. J. G. Kilt makes important announcement to The Journal today.

That over \$2,000,000 will be spent and hundreds of men given employment on the Morrisburg and Ottawa Electric Railway this summer, was the statement made by Mr. J.G.Kilt of that Railway in The Journal this morning.

"Tenders", he said, "for the construction of the connecting link with Ottawa, will be opened on July 4th."

It is expected that at a meeting of the shareholders on July 7th the contracts will be awarded.

In this case work would be commenced about the middle of July and hundreds of men now idle will be given employment.

"The starting of the work on this line will do much to relieve the unemployed situation," declared Mr. Kilt.

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Passenger traffic over the new C.P.R. lake shore route was initially opened this morning when the first passenger train carrying 98 passengers with five coaches, left the Broad Street station at 10 o'clock for Toronto. This train will traverse the new line touching at all the places of importance between Belleville and Toronto and arrive at the Union station at 4.50 This is remarkable speed as the distance covered in a little over 6 1-2 hours is about 265 miles an average of about 40 miles per hour.

The main line is used as far as Glen Tay when the new line shoots south towards the shore of Lake Ontario, making the trip one of unexcelled beauty.

C.P.R opens new line.

Better Connection Ottawa to Lakeside Points.

A new service between Ottawa and Toronto was inaugurated Monday (29/06) by the Canadian Pacific Railway when the line passing through Belleville, Trenton, Brighton, Cobourg, Port Hope, Newcastle, Oshawa, Whitby and other points along the shore of Lake Ontario was opened. The first train left Broad Street station at 10 o'clock. This new line branches off the old direct line line not far from Perth at Glen Tay. With this new route in operation it will now be possible for people to travel direct between lakeside points west of Belleville and Ottawa, something which has not been possible before. The service over the new line will run on about the same schedule as that over the direct line.

Two special trains carried over two thousand people to the annual picnic of the Ottawa and New York Railway employees at Cornwall yesterday. --

After hearing the pros and cons the Board of Railway Commissioners granted the application of the CNOR for authority to cross the highway at Junction Gore in the Township of Gloucester, the tracks to connect with those of the G.T.P.

One of the best outings of the season was the Ottawa and New York Railway employees excursion which carried about 1200 people from Ottawa to Cornwall Friday. This crowd was augmented by Cornwall citizens and several other excursions by boat to St. Lawrence Park.

Two huge trains left the capital, one at eight and the other at nine o'clock. On their arrival at Cornwall an extra supply of streetcars were on hand and the crowd was taken to the park. Here dinner was served by the ladies of Trinity Church.

During the afternoon a programme of sports was run off. The merry-go-round and dancing pavilion were also very popular, dancing being indulged in until the very last minute. A large number spent the afternoon in motor boats on the river. A lacrosse match between the Rosedales of Toronto and the Cornwall team also attracted a large crowd.

Only one accident marred the day's pleasure. Mrs. Kelly of Ottawa fell from the merry-go-round disjuncting her arm. She was carried to a nearby cottage and first aid rendered and later on she was taken to the Cornwall Hospital.

Will Morrisburg Have Another Railroad?

Mr. J. G. Kilt, president of the M. & O. Electric Railway, and Mr. G. E. Mumford of New York, were in town today and Wednesday and when seen by the Leader, said:

"The Morrisburg and Ottawa Electric Railway company are asking the village of Morrisburg to guarantee \$25,000 of 30-year gold bonds to assist in financing the railroad. The entire cost is estimated at \$1,500,000 for the 55 miles from Ottawa to Morrisburg, and the New York financiers behind the contract have agreed to underwrite five-sixths of the costs, provided the various municipalities through which the road passed will guarantee one-sixth of the cost. Bylaws are being submitted in Gloucester, Osgoode, Winchester and Williamsburg townships, and the village of Chesterfield. If a petition containing 50 names is presented to the council, it must submit a bylaw. Without the petition, the council may submit it to the people. Only property owners can vote. If the railway does not earn enough to pay the interest on the bonds then the guaranty becomes effective, but if the road earns enough to pay the bond, the guarantee is no real liability. Therefore the only question for the voters to decide is "Will the road pay? If you think it will not pay, vote against it. If you think it runs through a good territory and has good prospects, vote for it. Some merchants, to whom the petition was presented refused to sign. If the village does not want the road and can do without it, they are certainly not going to support the guaranty. It is a matter entirely for the ratepayers to decide. If the people who are going to be directly and greatly benefited are not willing to help in the construction, it is hardly fair to ask foreign capital to come in and assume the whole burden."

A strip of land from Ottawa to the St. Lawrence, fifty feet wide, offered free for a highway. The Highways Commission of the Ontario Government has begun preliminary preparations for a highway from the Capital to the St. Lawrence. This it is expected will be completed, in 1918. The Morrisburg and Ottawa Railway now announces that realizing the great benefit of a highway such as is proposed, it stands willing to turn over to the commission free a strip of land fifty feet wide stretching right down from Ottawa to the St. Lawrence. The offer is being communicated to the Provincial Highways Commission at once.

Cornwall, Ont., July 11th - the work of construction on the Glengarry and Stormont Railway is being pushed ahead at a rapid rate. Grading operations are now in progress from St. Polycarpe to the west side of the county of Glengarry, the scraper work being completed on this section. Concrete work for the bridge foundations was started Thursday

The station and water tank is in course of erection at Williamstown, the latter to be completed by September 1, when track-laying and ballasting will be started. On the Stormont Section the right of way is being cleared in preparation for putting in culverts and fencing before grading. This work also is being pushed rapidly forward.

The River Beaudette that bridge foundations and also the South Branch bridge foundations are in course of construction.

Mr. J.H. Seguin, a contractor on the C.N.R. telephoned to the Journal this morning saying that he had ordered Mr. D.A. Martin, the Bank Street employment agent, to secure ten men for him, and that Mr. Martin had been unable to get the men notwithstanding the large number of unemployed men reported to be in Ottawa.

"One reason we could not secure men to work for Mr. Seguin, is that the men will not work for \$1.50 per day, which is what he offered to pay, as it would cost them a lot of money to live at Rideau Junction, where Mr. Seguin wanted the men to load cars," said Mr. Martin, "and another reason for the refusal of the men to go to Rideau Junction is that they are liable to miss an opportunity of obtaining an entire winter's work in the lumber woods, if they agreed to take the job with Mr. Seguin, which might not last more than a week."

Mr. Martin said that there is no boarding house at Rideau Junction and that the men would be expected to live in a tent and bring their own provisions from Ottawa. He said that Mr. Seguin had taken ten men up with him to this job a while ago, and when they realized the conditions under which they were supposed to work five of them quit the job at once.

The C.N.R. passenger service between that city and Ottawa, which was to have opened today, has been postponed. Mr. Montgomery, the local agent of the company, stated this morning that he had received word from Toronto that the inauguration of the service would not take place for a few days. No intimation has yet been received as to which station the trains will run into.

The C.N.R. official who was in town during the past week thought that the company's station on Henderson Avenue would be used. Other reports are to the effect that the company is negotiating for running rights on either the G.T.R. or the C.P.R. into Central station.

Petty jealousies and trivial personal animosities were the outstanding features of the hearing before the Board of Railway Commissioners yesterday of the application of the Canadian Northern Ontario Railway to change the location of the station at March from mileage 22 from Ottawa to mileage 22.6 from Ottawa. While Mr. E.W. Oliver, of Toronto, watched the case on behalf of the railway company, its interests in the change of location were not voted at all. The whole proceedings, which took the whole morning, took the form of a battle of words between the residents of Armitage and the residents of Dunrobin, both in the township of March, as to the most suitable place to have the station.

The present station is situated at Armitage, about one half a mile from Lake Constant. Close by is flowing well and a creek from the lake. It is the contention of the railway company this water is too hard for boiling in their locomotives. The proposed new site for the station is in the village of Dunrobin, one half mile from the shores of Casey Lake, the water of which is claimed to be more suitable for the company's uses. The water facilities here are cited to be far more adequate than at the present location.

These facts, however, were more or less lost sight of by the thirty or more witnesses who testified on their respective sides as to the best location for the station. The Armitage body of residents told the commission that the station would serve its purpose and the surrounding country of it were left where it is. The Dunrobin witnesses claimed that no better location could be had than to have the station removed to that village. The whole trend of the morning's business was a to and fro argument by the two opposing bodies. The case is still proceeding. Mr. G. Kidd represents the March Council, Mr. Wentworth Green the residents of Armitage and Mr. Burgess for the residents of Dunrobin. (there is a garbled account in the previous day's issue)

A building contractor was here a few days ago, looking over the site of the several stations that are proposed to be erected along the line of the Northern railway, in Bristol, Clarendon and Portage du Fort, with a view, no doubt, of tendering for the work.

The councils of the townships of Williamsburg and Winchester held meetings on Monday last and gave first and second readings to by laws to guarantee bonds for about one sixth of the cost of construction of the Morrisburg and Ottawa Electric Railway. In each case, petitions containing over fifty names of resident freeholders were presented, and the members of council sent the by laws on to rate payers to vote upon on August 17.

The council of Osgoode township asked to adjourn until Saturday next so that the solicitor, Mr. McLaurin, could be consulted.

In Gloucester township it was found that some of the petitioners were non resident and the railway company withdrew the petition and will present it at the next regular meeting.

The general feeling along the entire line is that the road will pay handsomely and that, therefore, there is no real liability on the guarantee, and that the townships are merely expressing the opinion that the road is very much needed and will double and treble the value of their lands.

In the immediate vicinity of the city at Billings Bridge a few scattered owners of property fear that if the Morrisburg and Ottawa Electric Railway is built that it may interfere with the Ottawa Electric Railway building an extension out to the proposed terminal of the Canadian Northern at Billings Bridge, but the officials of the Morrisburg and Ottawa explain that if the Ottawa Electric Railway will build out the Bank Street road to Gatesville they will be very glad to erect a terminal at that point where the two lines meet.

The Morrisburg and Ottawa railway runs through extensive gravel beds in Winchester, covering an area of several hundred acres, and the demand for this commodity is very great owing to increased uses that are being made of concrete. The railway traverses the very cream of Eastern Ontario, and should prove a splendid investment.

Winchester township proposed by-law No. 237 to aid and assist the Morrisburg and Ottawa Electric Railway Company by guaranteeing the payment both as to principal and interest, of \$60,000.00 as an authorized issued of \$2,500,000 of five per cent thirty year first mortgage gold bonds.

Mr. J. G. Kilt of Ottawa, president of the Morrisburg and Ottawa Electric Railway Co., and Mr. W. C. Strader of Williamsburg, one of the board of directors, appeared before Williamsburg Township Council Monday morning, and the Morrisburg council Monday night to ask for a guarantee of funds. They want the township to guarantee principal and interest to the extent of \$70,000, and a guarantee from Morrisburg of \$25,000. The Township Council decided to submit a bylaw to the people on August 17th. Morrisburg Council will further consider the matter before taking action. All municipalities between Ottawa and Morrisburg will have similar proposals placed before them

Synopsis of By-Law No. 716
Of the Township of Williamsburg
In the County of Dundas

INTITULED - " A By-law to aid and assist the Morrisburg and Ottawa Electric Railway Company by guaranteeing the payment both as to principal and interest of \$70,000 or as authorized issue of \$2,500,000.00 of five per cent. Thirty year first-mortgage gold bonds of the said company."

Full details set out

Take notice that the foregoing is a true Synopsis of a proposed Bylaw of the Corporation of the Township of Williamsburg to be submitted to the vote of electors on the 17th day of August 1914, between the hours of nine o'clock in the forenoon and five o'clock in the afternoon at the following places

Full details set out.

Also carried in the editions of 31 July, 7 August

30/07/1914 *Chesterville Record**New York Central**Cornwall*

Edward Surprise, a young brakeman on the Ottawa and New York Railway, died in the General hospital at Cornwall on Saturday evening as a result of an accident in the railway yards in the afternoon. While the crew were shunting cars Surprise was caught between two cars and was so badly injured about the shoulder that Dr. A. Ross found it necessary to amputate the arm at the shoulder. The arm was broken in several places, the muscles of the shoulder badly torn and the shoulder and chest were terribly lacerated. Between the shock, loss of blood and the amputation of the arm the young man passed away a few hours after the accident.

Inquest held.

His home is in Santa Clara, NY.

30/07/1914 *Chesterville Record**Cornwall Street*

The Cornwall Electric Street Railway Company have bought the splendid property adjoining the St. Lawrence Park on the east side, known as the French farm. It is reported that they will extend the limits of the park and that they contemplate building a large summer hotel. The location is an ideal one being a mile or so below Cornwall on the banks of the St. Lawrence and being easy of access from the Grand Trunk Railway with which connection is made by the Electric Company direct to the park. If the company decide to go ahead with the hotel project it would no doubt prove a paying investment and would make Cornwall and district more popular than ever as a summer resort.

31/07/1914 *Renfrew Mercury**Locksley**Pembroke*

While the new Grand Trunk station at Pembroke was being built, station agent Parent occupied a car as a station. On Saturday night, a week ago, a way freight, in shunting, sent half a dozen boxcars against it with such force that the rear end of the car was hoisted over the buffer and across the sidewalk, while the rear trucks were torn off and the car considerably damaged. Mr. Parent was in it at the time and received quite a shaking up. A wrecking crew came up on Sunday and removed it and replaced the trucks.

04/08/1914 *Ottawa Journal**Waltham**Aylmer*

The necessity of having an up to date station at Aylmer is a matter which the Aylmer city council have, at last, taken up. Last night, at the regular meeting of the council, the question of the new station was discussed at some length. Councilor Gagne brought up the subject and said that he considered the present structure inadequate and not fit for use. Mayor Bailey offered a good suggestion, urging that the matter be taken up with Mr. H.B. Spencer, superintendent of the railway owning the station, and if some action was not taken, then to bring it before the Railway Commissioners.

07/08/1914 *Renfrew Mercury**Eganville**Eganville*

The Canadian Pacific Railway Company have purchased the vacant lot, opposite the Central hotel, of Mr. E.A. Lisk, for the purpose of erecting a station thereon. The price paid was \$500.00. For some years the general public have expressed the desire for a more central location of the C.P.R. station. When the present superintendent first came to Eganville he was surprised to find the station in such a location and immediately took steps to have the same placed in some central portion of the town, with the result that the Lisk property was purchased and we confidently look forward to seeing, in a month or so, the C.P.R. station close at hand. We understand that the present building will be moved to the new site. - New Enterprise.

07/08/1914 *Eastern Ontario Review**Cornwall*

The New Railway

Cornwall July 21. - Atchison & Co. and Harry Williams of Cornwall have been awarded the contract for the erection of the Cornwall terminal of the Glengarry & Stormont railway and work will be started immediately.

The new road will run from Cornwall through Glengarry county to St. Polycarpe, Que., and connect there with the Canadian Pacific railway, giving this section a new connection both east and west.

07/08/1914 *Eastern Ontario Review**L'Orignal**L'Orignal*

About fifteen cars of lumber including ties were shipped from the Stave Co's. yard per Can. Northern Railway during the past week.

14/08/1914 *Eastern Ontario Review**Morrisburg and Ottawa Electric*

The request that \$70,000 be raised for the new Morrisburg and Ottawa Electric Railway was turned down by the Gloucester township council. The only work yet done on the line is a little grading, and the council is now going to make an investigation into the matter.

18/08/1914 *Ottawa Journal**Beachburg**Ottawa*

The new Ottawa-Toronto service of the Canadian Northern Railway opens today for the first time. For many months now negotiations have been in progress between the Central Station authorities and the Canadian Northern for running rights and terms of agreement affecting the station. All disagreements were cleared away Saturday and the contract was signed. Ottawa will now have an extra route to and from the Queen City.

The first train left the Ottawa Central station at 12.15 noon and the first through train from Toronto will arrive in Ottawa at 6.20 p.m. leaving the Toronto Union station at 9.20 a.m. The 12.15 train from Ottawa arrives at Toronto at 9.15 p.m.

The new line is unique in many ways: from Ottawa to Smiths Falls is almost as direct as the crow flies, a few thousand feet being the only variance. The line travels direct through the Rideau Lakes district and opens up such important lake front cities as Belleville, Trenton, Picton, Brighton, Colborne, Coburg and Port Hope. Café parlour cars will operate on the Toronto trains serving meals a la carte.

The local train into Ottawa in the morning from the Rideau Lakes will also operate into the Central Station, arriving here at 8.50 a.m. and the local for Rideau Lakes points leaves from the Central Station at 5.15 p.m. On Saturday the service will be the same as on other week days, it being considered that the 12.15 train will serve those who can leave after a half day and a 5.15 Saturday train is expected to be convenient for those who come into the city for the day.

It has not yet been decided to operate the Hawkesbury and Joliette trains in and out of the Central Station and pending other changes these trains will leave from the Hurdman Road Station as at present.

More - connections with B. & W., K. & P., B of Q., details of timetable

Montreal. Mr. D.B. Hanna, vice-president of the Canadian Northern Railway was in the city yesterday afternoon and signed an agreement with the Grand Trunk by which the Canadian Northern secures the right to use the Grand Trunk tracks into Ottawa with the use of the Central Station as its terminus there. This now gives the Canadian Northern a central station for their trains from Toronto and western points, instead of using their outlying station at Hurdman's Road. Orders were issued that all trains starting from Toronto last night should arrive at Ottawa this morning at the Central Station, and that all local trains should use the same terminus. The new arrangement will not affect the service from Montreal until after the new cut off is completed which will give the Canadian Northern direct service between Montreal and Ottawa.

As matters now stand, the Canadian Northern line will join the Grand Trunk at the Rideau bridge and the C.N.R. trains will use the Grand Trunk tracks into the Central Station. Eventually this will mean that the Central Station will become a really Union Station for Ottawa being used by the G.T.R., G.T.P., C.P.R., C.N.R., and N.Y. and Ottawa lines.

Notices to this effect were sent out by the Canadian Northern yesterday and it is regarded as a happy circumstance that the opening of the new arrangement will synchronize with the opening of parliament for the coming war session.

20/08/1914 *Chesterville Record**Morrisburg and Ottawa Electric*

The by law voted on Monday in part by the township of Winchester in connection with the Morrisburg and Ottawa Electric Railway was defeated by the following vote:

No. 1 17 for 40 against

No. 6 31 for 60 against

No. 7 13 for 62 against

61 for 162 against.

21/08/1914 *The Toronto World**Alexandria**Ottawa Union*

Brand New Train Service

Commencing August 18 ?? passenger train service is being operated between Toronto and Ottawa over the new lines of the Canadian Northern Railway, this service being daily except Sunday, trains arriving and departing from the Central Station, Ottawa which is located in the heart of the city. New equipment is used throughout, consisting of electric lighted coaches and café parlour cars.

The opening of this new line provides a service between Toronto, Ottawa, Richmond, Smiths Falls, Brockville, Portland, Chaffeys Locks and stations on the Brockville, Westport and Northwestern Railway, in addition to Napanee, Belleville, Trenton, Brighton, Cobourg, Port Hope and Oshawa which points are now served by the double daily except Sunday, and the very convenient week-end service of the Canadian Northern Railway

21/08/1914 *Morrisburg Leader**Ottawa and St. Lawrence Electric*

Railway Now Assured

The construction of the Ottawa and St Lawrence Electric Railway is now assured. Grading work is to be begun within the next few weeks of the first section of the road from Ottawa to this city, and from here to Baudette on the Quebec border, where connection will be made with the Montreal Street railway lines, thus affording frequent and economical service, both freight and passenger between Morrisburg and the greatest City in the Dominion.

This statement is made on the authority of Mr. C. H. Day of the firm of J. A. Morden and Company fiscal agents of the road, who was in town on Tuesday last.

Mr. Day has just returned from an extended business trip to Europe the object of which was to place the bond issue of the Ottawa and St. Lawrence Railway on a satisfactory financial basis. While in London Mr. Day entered into negotiations with a prominent British financial house and made arrangements for the underwriting of a large proportion of his railroad's bond issue on the London this fall.

Mr. Day left Morrisburg Tuesday afternoon for Winchester and Metcalfe in connection with the road's business. Accompanying him is Mr. F. E. Malone, chief engineer of the Ottawa and S. Lawrence Electric Railway.

Commenting on his European trip to The Leader, Mr. Day said London financiers regarding the construction of the Ottawa and St. Lawrence Electric Railway as one of the soundest undertakings Canada has put before the London market of recent years. Both financial and engineering experts [sic] in the Old Country express the opinion that the road will prove a highly profitable undertaking, from the point of view of earning power, while, as a factor in the commercial and agricultural expansion in this district of almost unlimited possibilities, its value will be incalculable on account of the chief and easy access it will give both to Ottawa and Montreal.

With reference to the financial conditions prevailing in Europe at the present time, Mr. Day continued: "the feeling of uncertainty and insecurity due to strained political relations on the continent naturally resulted in a certain reluctance on the part of many financial house [sic] to take on any additional obligations until conditions became more settled. Expensive as the present war will undoubtedly prove, London regards it with a feeling almost akin to relief as it promises to be of short duration and will, by removing the Europe menace, clear the whole atmosphere of the world. "The moment peace is declared," concluded Mr Davy [sic] " more British money will be available for investment in Eastern Canada than at any time during the past decade."

Steps are now being taken, Mr. Day added, for the organization of a development company composed of English capitalists to act in cooperation with the Ottawa and St. Lawrence Electric Railway for extensive industrial and commercial development of the territory immediately tributary to the railroad.

25/08/1914 *Ottawa Journal**L'Orignal**Ottawa*

About forty passengers were carried in the two standard sleeping cars and the first class day coach attached to the first train to open the through service from Ottawa to Quebec and Valcartier over the new Canadian Northern line which left Ottawa at 7.15 p.m. yesterday.

Messrs. D.B. Hanna, vice president of the C.N.R., A.J. Hills, general supt., F.N. Wiggins, supt., and S.J. Montgomery, city passenger agent, were on hand to see the train off, beyond which there were no formalities.

The train for Quebec will leave the Central Station every evening at 7.15, three quarters of an hour after the arrival of the C.N.R. train from Toronto which leaves there at 9.20 a.m. And arrives at Quebec at 8.20 the following morning. The train from Quebec arrives here at 10 a.m. daily leaving Quebec the previous evening.

The inauguration of the Ottawa-Quebec service means also the opening of through service between Toronto, Quebec and Valcartier, via Ottawa. Stops will be made at all way stations on the new line between here and Joliette, Que. --

04/09/1914 *Morrisburg Leader**Belleville**Smiths Falls*

Railway Constable Killed

Patrick Moran, a guard on the C.P.R. tracks in the north end of Smiths Falls was shot and killed Saturday morning by a trespasser. Upon being challenged by Moran, the man told him to hold his tongue or he would shoot his head off. Moran insisted on knowing what he was doing whereupon he unknown fired three shots at him, one bullet piercing his lung. Moran was taken to the St. Francis Hospital. And died later in the day. The Chief of Police and members of the local volunteer company have been searching the surrounding country, and two arrests have been made.

11/09/1914 *Renfrew Mercury**Beachburg**Pembroke*

The C.N.R. line between North Bay and Pembroke was completed last week. Thirty-five miles have yet to be laid between the county town and Rideau Junction. It is expected that the line will be open for traffic this fall; it being understood that the Government desires to have the road completed as rapidly as possible, that if necessary troops from the west may be transported over it, says the Observer.

15/09/1914 *Ottawa Citizen* *Hull Electric*

(Hull City Council)

The Hull Electric railway company's application to instal a "Y" on Outremont avenue, was granted, with the condition attached that the company agrees to provide a Belt Line service up the Mountain road, to Montclair avenue and back to the Chelsea road, within a period of two years.

28/09/1914 *Ottawa Citizen* *Ottawa and St. Lawrence Electric*

To Turn First Sod on Railway Line.

A demonstration has been arranged to take place at Russell at ten o'clock tomorrow morning on the occasion of the turning of the first sod of the Ottawa and St. Lawrence Railway. The ceremony will be attended by Hon. C. Murphy, Senator Edwards and D. Racine, M.P.P. for Russell county and the reeves from the various townships.

30/09/1914 *Ottawa Journal* *Ottawa and St. Lawrence Electric* *Russell*

GRADING BEGUN ON ST. LAWRENCE AND OTTAWA RAILWAY

Several Hundred People Present at Opening Ceremonies - Russell Men Have Contract

The grading of the St. Lawrence and Ottawa Electric Railway was formally commenced at eleven o'clock yesterday morning at Russell. Ont.

Several hundred persons were present at the opening ceremonies. Including the school children who were given a special holiday to commemorate the occasion.

A number of prominent citizens of Russell, Kenmore, Metcalfe, Bowesville, South Gloucester, Embrun and other towns along the line were also present

The ceremony marked the beginning of the construction of the longest electric railway, not only in Ontario but in the whole Dominion. This first section which is 111 miles in length extends from Ottawa via Morrisburg on the north shore of the St Lawrence river to River Beaudette on the Quebec border, and a branch line from Metcalfe to Russell.

The line is to be completed in one year. The contract for the first portion of the construction has been let to Messrs. W. Eastman, Kenny and Stearns. all of whom are farmers in the vicinity of Russell, Ont., in accordance with the policy of the road to have all the work on the right of way done by local men as far as possible.

30/09/1914 *Ottawa Citizen* *Ottawa and St. Lawrence Electric* *Russell*

Begin Construction Work

Ottawa and St. Lawrence Electric Railway.

A large crowd attended the formal opening of construction work on the first division of the Ottawa and St. Lawrence Electric Railway at Russell yesterday. The gathering embraced most of the prominent men of Russell, Kenmore, South Gloucester, Metcalfe, Bowesville and many other towns along the right of way of the railway. The first division of the road is 119 miles long and runs from Ottawa to Morrisburg and then to Baudet, with a branch line from Metcalfe to Russell.

The entire system is three hundred miles long and is the largest electric railroad in the whole Dominion. The contract for the first division has been let to local contractors pursuant to the policy adopted by the company that they would serve local interests. The attendance at the opening of the work ran into the hundreds and almost as many people attended as were at the fair. A holiday was declared in the public schools at Russell.

02/10/1914 *Eastern Ontario Review* *Ottawa and St. Lawrence Electric* *Russell*

A New Railway

A large crowd attended the formal opening of construction work on the first division of the Ottawa and St. Lawrence Electric Railway at Russell Tuesday (29th 9).

The gathering embraced most of the prominent men of Russell, Kenmore, South Gloucester, Metcalfe, Bowesville and many other towns along the right of way of the railway. The first division of the road is 119 miles long and runs from Ottawa to Morrisburg and then to Baudet, with a branch from Metcalfe to Russell.

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08/10/1914 *The Equity, Shawville* *Beachburg*

The C.N.R. bridge over the Ottawa river above Portage du Fort having been completed, tracklaying is now proceeding with fair progress on this side of the river, and on Sunday the rails were within a short distance of the crossing near Starks Corners. In a short time it is expected that Bristol Corners will get a view of the iron horse.

09/10/1914 *Ottawa Citizen* *Morrisburg and Ottawa Electric*

TO BEGIN WORK IN SPRING

Announcement by Morrisburg and Ottawa Railway.

At the annual meeting of the Morrisburg, and Ottawa Electric Railway Company the following officers were elected: President, J. G. Kilt; vice-president, R. J. Bigger; directors, W. C. Strader, J. W. Bogart, J. Leslie; secretary-treasurer, R. A. Bishop; auditor, G.L. Blatch; legal adviser, G.G.D. Kelley.

It was announced that all preparations in connection with the construction of the road had been concluded, and that the work would be commenced next spring. The directors' and financial reports were read and showed the status of the company to be in a first class condition. It was decided to hold the annual meeting in future on the second Tuesday in February and to conclude the fiscal year on December 31 instead of August 31, as at first intended.

23/10/1914 *Morrisburg Leader* *Cornwall Street* *Cornwall*

Cornwall By-Law Carried

Cornwall, Ont., Oct 14 - the rate payers of Cornwall today carried two by-laws

to extend the franchise of the Cornwall Street Railway, Light and Power Company for a period of 20 years

23/10/1914 *Renfrew Mercury* *Beachburg* *Pembroke*

Pembroke Observer 15th.

Quietly and without heralding his coming, Sir William Mackenzie - he of C.N.R. fame - slipped into Pembroke on Monday night in his private car Atikoken and spent the night in (illegible) leaving on Tuesday morning for Ottawa, his train attached to the G.T.R. morning local. With him was the C.N.R. superintendent, as well as Mr. Angus Sinclair, contractor for the Capreol - Pembroke division, Mr. A. Conninger, Mr. Sinclair's superintendent and others.

It was the first train over the Capreol - Pembroke division and many townspeople were surprised when they found that work on the line was so far advanced as to permit a train to pass over it. We understand that Sir William was quite pleased with the progress made on this part of the line and that the company is determined to rush the work to completion as speedily as possible.

Sir. William and his party made good time over the new line leaving Capreol about 8 a.m., they reached here about 6.30 p.m., the total distance being about 240 miles, while for about forty miles west of Pembroke no ballasting has yet been done and that part of the journey was very rough.

Messrs. Munro, Moffatt & Fortin have a large gang of men at work closing the gap in the grading east of Pembroke and this will be finished within a month.

The bridge over the Muskrat and the trestle leading thereto are also well under way, and when this is completed the laying of the few miles remaining to be done can be proceeded with. This will leave only the ballasting to do to finish the line between Ottawa and Capreol, so that trains will be running early next summer.

The work of ballasting from Pembroke west is now being proceeded with and if the line is needed this winter for military purposes it will be available.

In a few months Pembroke will be a stopping place on another great transcontinental railway line.

04/11/1914 *Ottawa Journal* *Hull Electric* *Aylmer*

Interviewed this morning on what action the Hull Electric Railway Co. would take regarding Derwin street, Aylmer, Mr. Gordon Gale said that the company was willing to put the street back as it was originally, but the company had only removed three inches of sod with a view of improving the street, and he could not see how that would affect the water works main, some five feet under ground. He said he believed the whole thing was due to a misunderstanding.

12/11/1914 *The Equity, Shawville* *Beachburg*

The rails on the C.N.R. line are now well advanced through Bristol township, and in a short time connection will be made with the Ontario shore at the Chats Falls.

13/11/1914 *Morrisburg Leader* *Alexandria* *Alexandria*

Another attempt to wreck train.

On Friday of last week another attempt was made it to wreck the G. T. R. train at Alexandria by a man named Diotte who is supposed to be mentally deranged. The young man who is about twenty years of age has been a life-long resident of Alexandria and has always been a respected citizen. Of late he has been engaged as teamster, and on Friday he worked as usual, and about five o'clock quit work, put his horses in the stable and is supposed to have gone and done the treacherous work about that time a short distance west of the station. Three ties were placed across the track two of which were placed in a V shape and another placed under the connecting end of the V. This is supposed to be a very clever arrangement for de-rating trains and had it not been but for the miraculous discovery of the arrangement by a young Alexandrian returning to town from a visit to his home in one of the concessions on the railroad, the fast train from Montreal to Ottawa due in Alexandria at 5.30 (a few minutes after the discovery) would probably have hurled many lives into eternity. The young man stood preliminary trial on Saturday night, pleading guilty, and was taken to Cornwall on Sunday where he will undergo a medical examination.

Note: The first attempt occurred near Coteau landing

19/11/1914 *Chesterville Record* *New York Central* *Embrun*

Some party or parties placed a railway tie across the track of the O&NY railway track on Monday night midway between Russell and Embrun and a freight train running into Ottawa struck the obstruction which became jammed between the cow catcher and the engine, causing a delay of over one hour before it could be removed. So far no clue as to the identity of the guilty parties has been discovered. Should the railway authorities find them out they will get a term of which they richly deserve.

20/11/1914 *Renfrew Mercury* *Beachburg*

The Shawville Equity says that the rails on the C.N.R. are now well advanced through Bristol township, and in a short time connection will be made with the Ontario shore at the Chats Falls.

26/11/1914 *The Equity, Shawville* *Beachburg*

Operations were suspended last week on the line of the Canadian Northern railway, along the front of the county, and about 150 navvies were discharged. The rails are now laid from Pembroke to the Chats rapids, where bridge construction is not yet completed.

26/11/1914 *Globe and Mail* *Kingston (CN)* *Rideau Station*

Another Crossing Fatality

Robt. Savage of Kingston Instantly Killed - Brother Arthur Injured.

Kingston, Nov. 25.- Robert Savage of Kingston was instantly killed, and his brother, Arthur, very seriously injured this evening at 7.15 o'clock, when the local train from Brockville, passing Rideau station, about six miles east of this city, struck the vehicle in which they were driving. Arthur Savage was brought to the hospital in Kingston, and his recovery is doubtful. Dr. D.E. Mundell, Coroner, visited the scene of the accident, and will open an inquest to-morrow night.

27/11/1914 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine*

The Canadian Pacific Railway Company has closed its stations at Pt. Au Chene, Grenville, McAlpine and other places in order to reduce expenses. This will cause very great inconvenience to many people, but the Canadian Pacific Railway was never operated to convenience anyone but the shareholders.

04/12/1914 *Perth Courier* *Beachburg* *Perth*

Turntable Razed

After standing fifty-six years the turntable in the railway yard in Perth has been taken away, and the hollow site filled up. A gang of workmen finished the job Wednesday. The cause of its removal was on account of it being now too small to hold an engine and tender of the size these are made now. To meet the want of this, the Y at Glen Tay will be used; and every night on the arrival of the Perth local the engine will be run up to Glen Tay and reversed there, and then run back to Perth. This turntable was built in year 1858 by the late Hugh Ryan Company, which constructed the then Perth branch. The first train over our branch was run on January 11th, 1858 (sic) and the first through train between this town and Brockville on January 26th, same year.

07/12/1914 *Kingston Daily British Whi* *Belleville* *Perth*

After standing fifty-six years the turntable in the railway yard in Perth has been taken away, and the hollow site filled up.

Three Killed on G.T.R. Tracks

Moses Cameron and his wife and Mrs. Jos. Dupuis struck by G.T.R. train near Steele's Brickyard. No person saw the accident and none is left to tell the story. Five little children left as orphans.

The worst Railway accident recorded in the vicinity of Vankleek Hill occurred on Wednesday night of this week shortly after six o'clock

As a result Mr. Moses Cameron Mrs. Moses Cameron and Mrs. Joseph Dupuis are dead and six children all under 13 years of age, left without father or mother.

The accident occurred at a private Crossing at Steele's Brickyard about two miles from the town on the G.T.R.

The regular evening train from Vankleek Hill to Hawkesbury left here sharply on time and was running about thirty or thirty-five miles an hour on a downgrade on the way to Hawkesbury.

Mr. and Mrs. Cameron and Mrs. Dupuis I just finished this supper and we're driving out to the main road which leads to Vankleek Hill.

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Just what happened nobody knows as no person saw them and none of themselves are left to tell the story.

The engineer was sitting in his cab and looking out of the window on the right. He did not see them until he saw the horse go into the air and felt the jar on his engine.

He immediately stopped and all the train hands hurried out to see what had happened.

They found the bodies of Mr. and Mrs. Cameron and Mrs. Dupuis several yards from the crossing.

Death came to all three almost instantly

Neighbors were hurriedly called and the bodies removed but life was quite extinct.

The train hurried to Hawkesbury and returned at once with Dr. R.M. Rutherford and Dr. H.H. Kirby.

It was a fearful scene when the mangled remains of Mr. and Mrs. Cameron were carried home to their five orphan children. It was heartbreaking to hear and witness the grief of the little ones.

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The horse was killed but was not cut or mangled. The buggy was broken into matchwood.

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Driver Whitmore and Conductor McDonald were in charge of the train and both were badly broken up over this matter. It is their first accident and they have seen many years of service on the road.

18/12/1914 Eastern Ontario Review Cornwall

New Line to Cornwall

Cornwall, Dec. 1. - The completion of the laying of rails on the Glengarry and Stormont Railway, which connects Cornwall with the Canadian Pacific Railway at St. Polycarpe, Que., was marked by a luncheon to C.L. Herney, C.E. of Lancaster and Montreal, and the other directors of the road, in St. Andrew's Hall, Williamstown, this afternoon, provided by the Indies of Williamstown, Col. Donald M. Robertson, of Williamstown and Toronto, was chairman

18/12/1914 Morrisburg Leader Vankleek

Mr. and Mrs. Moses Cameron and Mrs. H Dupuis, living near Vankleek Hill, were killed in a railway accident last week when the carriage in which they were driving was struck by a Grand Trunk train at a crossing when their horse balked. The animal was also killed