

Local Railway Items from Ottawa 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 *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.

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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.

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.

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.

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

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.

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.

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 Smiths Falls

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.

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 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.

27/01/1914 Rideau Record Gananoque and Arnprior

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.

Morrisburg. A proposal to submit a by-law 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 by-law of the town of Morrisburg, passed on June 16, 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 Morrisburg town 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 the agreement the St. Lawrence & Ottawa road must have sixty percent of its road built in the town of Morrisburg before October 1st.

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."

27/01/1914 *Rideau Record**Smiths Falls**Smiths Falls*

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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 Larbidge, 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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

"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 any 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.

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.

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.

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.

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.

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.

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 wick 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 smahed but an effort is being made to save the latter. He is in the Public Hospital.

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.

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.

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.

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.

07/04/1914 *Rideau Record**Winchester**Smiths Falls*

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.

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.

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, 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 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.

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 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 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 Prescott

Tried to Wreck Train

Two young men giving the names of Arthur 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).

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.

16/04/1914 Rideau Record Smiths Falls

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.

16/04/1914 Rideau Record Smiths Falls

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.

21/04/1914 *Rideau Record**Belleville**Smiths Falls*

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.

21/04/1914 *Rideau Record**Smiths Falls**Smiths Falls*

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.y 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.

23/04/1914 *Chesterville Record**Morrisburg and Ottawa Electric*

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.

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.

28/04/1914 *Rideau Record**Winchester**Smiths Falls*

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.

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.

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."

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.

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.

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 Binghamton about the middle of June.

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.

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.

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.

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 worse 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 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.

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.

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.

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 of 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.

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.

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.

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.

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.

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."

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.

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.

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

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.

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.

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.

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 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.

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.

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.

27/06/1914 Ottawa Journal

Morrisburg and Ottawa Electric

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 given by Mr. J.G. Kilt of that railway to 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 employed situation," declared Mr. Kilt.

29/06/1914 Ottawa Journal

Belleville

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.

02/07/1914 Ottawa Journal

New York Central

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

07/07/1914 Ottawa Journal

L'Orignal

Ottawa

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.

17/07/1914 *Ottawa Journal**Beachburg**Rideau Junction*

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 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.

18/07/1914 *Ottawa Journal**Beachburg**March water*

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)

18/07/1914 *Ottawa Journal**L'Orignal**Ottawa*

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.

23/07/1914 *Ottawa Journal**Morrisburg and Ottawa Electric*

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.

23/07/1914 *The Equity, Shawville**Beachburg*

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.

23/07/1914 *Chesterville Record**Morrisburg and Ottawa Electric* *Winchester*

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.

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.

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.

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.

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

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

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, Chaffey's 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

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. --

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.

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

The grading of the St. Lawrence and Ottawa Electric Railway was formally commenced at 11 o'clock yesterday morning at Russell, Ont.

Several hundred persons were present at the opening ceremonies, including the schoolchildren who were given a special holiday to commemorate the occasion.

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

The ceremony marked the beginning of construction of the longest electric railway, not only in Ontario but in the whole Dominion. This first section which exceeds 119 miles in length extends from Ottawa via Morrisburg on the north shore of the St. Lawrence River to River Baudette 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 has been let to Messrs. W. Eastman, Kenney 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 in the right of way done by local men as far as possible.

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.

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.

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.