
Ottawa and St. Lawrence Electric

From Canadian Railway and Marine World/Canadian Transportation - showing date and page number

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Meeting of shareholders at Morewood May 4 the following were elected directors: C.M. Willard, J.K.B. and W.M. Longbridge, J.W. Bogart, A. Merkley and J. McFarlane. C.M. Willard was subsequently elected President and ___ Iveson, Secretary. Meetings have been held in support of the project at Prescott and other points and the directors state that stock enough to start the line has been subscribed by the farmers along the route; that nearly all the municipalities through which it will pass have voted cash subsidies and that New York firm has taken over the selling of the bonds. The route of the line as projected is as follows: starting from Ottawa it will touch Metcalfe, Ormond, Winchester Springs, Williamsburg, Williamsburg, Morrisburg then west along the St. Lawrence River passing Iroquois, Cardinal, Prescott, Maitland to Brockville, thence northerly taking in Lyn, Athens, Perth, Lanark and Arnprior thence along the Ottawa River to the starting point. It was reported that surveys were started May 10, A.H.N. Bruce, Ottawa being Engineer in Charge. It is stated that arrangement has been made to obtain electric power from Morrisburg until the company develop power of its own which it hopes to secure in the vicinity of Ottawa.

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We were advised June 16 that there have been no surveys made to date for this projected railway, but it was expected to start them in the near future. The line as projected will have a total length, including three branches, of 250 miles, the main line being about 201.50 miles in length. It will start in Ottawa, run to Morrisburg, thence westerly to Brockville, then north through Perth, Lanark, White Lake to Arnprior, then east through Fitzroy, Harborne and Britannia to Ottawa. The branches are from Kenmore to Russell, four miles, from Morrisburg easterly to the Interprovincial boundary, about 30 miles, and from Darling, Lanark County to High Falls, about 15 miles. It is proposed to get the power from Ottawa, the Clints Falls, Fitzroy, the Madawaska River near White Lake, and Morrisburg with probably a steam plant in the vicinity of Brockville. The total cost would approximate \$3,000,000. It is said that construction may be started this season. The distances between the principal points on the projected main line are: Ottawa to Morrisburg, 44 miles, Morrisburg to Brockville, 33.5 miles, Brockville to Perth, 42 miles, Perth to Arnprior, 46 miles, Arnprior to Ottawa, 36 miles. Total 201.50 miles. A.H. Bruce is Chief Engineer.

01-Oct-1909 Page 771

It is reported that at a meeting of directors at Ottawa Sept. 3, an offer was submitted from a syndicate of British capitalists to take over the charter and to provide the funds needed to construct the line, and that the directors have given the syndicate an option on the charter until Nov. 30. The route is said to have been decided upon between Ottawa and Morrisburg, although the exact location of the entrance into Ottawa has not been arranged, and it is stated that grading will be started at the beginning of October. The line will be 55 miles long, and will pass through the towns and villages of Williamsburg, Bouck's Hill, Elma, Dunbar, Winchester Springs, Chesterville, Winchester, Morewood, St. Therese, Ormond, Kenmore, Vernon, Metcalfe and Greeley.

01-Dec-1909 Page 931

J. McFarlane, a director, stated in an interview Nov. 1 that arrangements would be made with the NYC&HR for a direct connection with its system. Options had been secured on several falls on the Ottawa river, west of the city, from which the necessary power would be developed for the operation of the company's lines. The location surveys had been completed for 18 miles, and estimates were in preparation, so that the grading could be started at an early date. The preliminary surveys showed the line would be almost straight from Ottawa to Morrisburg.

01-Jan-1910 Page 59

We are advised that J. McFarlane referred to in our last issue as being a director of this company promoting the construction of an electric railway from Ottawa to Morrisburg is not connected with the O&StL but with another company. The O&StL has a charter for the construction of a belt line of railway from Ottawa to the St. Lawrence River through Morrisburg and back to Ottawa a total distance of about 255 miles. Surveys have been made for about 45 miles from Ottawa South to Arnprior but no surveys have been made between Ottawa and the St. Lawrence. It is this company for which it is said that the capital has been subscribed in London, England.

01-Dec-1912 Page 623

Press reports state that surveys are practically completed for the line between Ottawa and Morrisburg and that the contractors are preparing to start work next spring. The contract is said to call for the completion of 50 miles by the spring of 1914.

01-Jul-1913 Page 345

We are officially advised that plans and profiles have been prepared for the section of this projected railway from Ottawa to Morrisburg and from a point on this line to Russell, 55 miles. This mileage is ready to be put under contract, and it is expected that it will be let at an early date. The company is applying to the municipalities through which the line will pass to grant subsidies in aid of construction.

01-Aug-1913 Page 395

A bylaw granting a 25 year franchise to the company, with a right of way on certain streets in the town, has been approved by the ratepayers of Morrisburg. The lines to be built under franchise are to be completed by Dec. 31, 1914.

01-Jan-1914 Page 38

Press reports state that it is likely that construction will start on the Ottawa-Morrisburg section of this projected railway in the spring. It is also stated that it has been determined to provide a private right of way in Ottawa.

We are officially advised by M. Malone, Engineer of the Company at Ottawa, that a contract has been let to the Ottawa and St. Lawrence Construction Co. of which H.W. Pearson is Manager at 201 Union Bank Building, Ottawa, to build 70 miles of line from the Connaught rifle ranges, 15 miles west of Ottawa, and thence across country to Morrisburg on the St. Lawrence River, with a branch line from Metcalfe to Russell, on the Ottawa and New York Railway; that this line will cross the CPR Montreal-Toronto line at Winchester; that the line will pass through the following towns and villages viz.: Britannia, South Gloucester, Greeley, Kinmore, Vernon, Ormond, Winchester Springs and Williamsburg; that work will commence about May 1, and that bonds have been floated covering this portion of the line. He also stated that on this first portion, outside of terminals, in three of which there will be a 2.5% gradient, the gradients will not exceed 0.7%, with a maximum curvature of 8 degrees; that there will be 12 bridges varying in length from 30 to 400 ft. and that it is proposed to use Diesel electric cars. The company's complete project is for the building of about 300 miles of line, the other portions including a line from Brockport, west of Brockville, to the Quebec provincial boundary by way of Cornwall, and another line north from Brockport through Smiths Falls, Perth and Lanark to Armprior. J.A. Morden and Co., brokers, are interested in the project.

01-Nov-1914

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Papers of Sept. 30 reported construction started at Russell on the first section of this projected electric railway. This section, it is stated, will be 119 miles long, and will extend from Ottawa to Morrisburg and thence to Beaudette, with a branch from Metcalfe to Russell. There was a public celebration of the turning of the first sod, and the day was observed as a general holiday in Russell. The work undertaken is, it is said, being done by the company, dealing directly with local men. It does not appear from the reports that any extensive work is being done.

01-Dec-1914

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We are officially advised that contract has been let to Eastman, Kenny and Stearns, Russell township for grading about 6 miles of the projected line, that about two miles of grading has been completed and that it is expected to have about eight miles ready for the rails by the end of the year. H.W. Pearson, Confederation Life Building, Toronto, is Secretary.

01-Mar-1915

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An unconfirmed press report states that work on the Perth and Smiths Falls section of this projected railway will be started early in the spring. It is stated that the line will run through Rideau Ferry and not as originally planned.

01-Mar-1915

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From time to time the Canadian Railway and Marine World has published statements which have been put forth as to intended construction on this line, but none of which have been fulfilled and it has never been possible to obtain any complete or satisfactory information about the company from the promoters, J.A. Morden & Co., Toronto.

The following letter from W.B. Russell, M.Can.Soc.C.E. Toronto, has been published in Saturday Night: "It has come to my knowledge today for the first time, that my name has been used in connection with and as being on the advisory board of the Ottawa & St. Lawrence Electric Ry., and that in connection with some request from some one to your paper for information some months ago, my name was given as being one of the advisory board. This certainly was without my knowledge or consent, that is, I mean that the railway company had no authority to use my name in this capacity and I am notifying them today to this effect. I would ask you to kindly state that I am in no way connected in any shape or form with this enterprise, and I was not aware that they were using my name as being connected with their enterprise."

01-Jul-1915

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An order for the winding up of the Ottawa and St. Lawrence Construction Co. which was formed for the building of the O&StLERY. was made at Osgoode Hall, Toronto, June 2, on the application of J.H. Rogers. G.T. Clarkson, Toronto was appointed interim liquidator.