

Local Railway Items from Area Papers - Central of Canada Railway

12/09/1902 *Eastern Ontario Review* *Central of Canada*

Plantagenet

Plantagenet

The engineers who are surveying a route from Hawkesbury village to South Indian crossed the South Nation River several miles south of this cillage and hugged the low banks of this stream in South Plantagenet for several miles. This will do away with grades but is likely to be submerged for sometime in the spring of the year when the South Nation flood is on.

25/12/1903 *Eastern Ontario Review* *Central of Canada*

An Electric Railway

A company with a capital of \$500,000 contemplates the building of an electric railway from Montreal to Ottawa. The line will run through the fertile and picturesque counties of Jacques Cartier, Laval, Two Mountains and Argenteuil. Leaving Montreal, the cars will run in the direction of La Bord a Plouffe, then towards Saint Dorothee, St. Joseph, and St. Placide. The line will follow the shore of the Ottawa river on most of the route. Between Carillon and Grenville the line connects with the Shefford Railway, and the crossing of the Ottawa river at Grenville will be effected by means of a bridge already built. The line will then be continued through the Counties of Prescott and Russell.

20/07/1906 *Eastern Ontario Review* *Central of Canada*

Surveys are in progress for a fourth line of railway between Ottawa and Montreal. The Central Ontario road, which was chartered last session, is making the trial surveys. The company has a charter for a line from Lake Huron to Montreal and the idea is to operate the road by electricity. The route now under survey from Ottawa to Montreal lies between the Grand Trunk (Canada Atlantic) and the Canadian Pacific.

02/09/1911 *Ottawa Journal* *Central of Canada*

Central Railway Company of Canada, which recently placed a bond issue of five million dollars in the money markets of Britain and France, claims that it is entitled to receive, upon fulfillment of certain conditions, some 1,300,000 acres of land in Ontario and Quebec. The question is likely to prove a troublesome one for the governments concerned. More.

20/01/1912 *Ottawa Journal* *Central of Canada* *Montreal*

It was announced last night that preparations were complete for the building of the Central Railway of Canada and that the first section from Montreal to Ottawa would be completed at the end of the present year while the further portion from Ottawa to Georgian Bay will be build shortly thereafter. It is expected that the terminus will be the Grand Trunk Railway new Bonaventure station.

25/01/1912 *Ottawa Journal* *Central of Canada*

Within two years another railway line will have been constructed into Ottawa. The Central Railway Company of Canada have granted to Messrs. C.J. Willis and Sons of London, England, the well known firm of English contractors, the contract to construct a double track line between Ottawa and Montreal, the first section of the new road which the Central Railway proposes building between Montreal and Midland, Ont., a town on Georgian Bay. The whole line, when completed, will be 430 miles long, and will likely be constructed by Messrs. Willis and Sons. The ties for the new road have been purchased and tenders have been called for the steel. Work will start on the Ottawa Montreal section in the spring.

According to Mr. D. Lyall, M. Inst. C.E., the Montreal representative of Willis and Sons, the contractors have as yet gone no further in choosing a route of the new line than to take a number of surveys.

Where the new line would enter Ottawa, Mr. Lyall was unable to say. According to the original plans of the railway, it was intended to follow a line similar to the line now being followed by the Canadian Northern route between the Ottawa River and Montreal, but now, owing the Canadian northern having taken this line, the Central Railway is looking for a new line which would enable them to open up a new part of the country.

Mr. Lyall said in connection with the railway entrance to Montreal that two plans were being considered. Either the railway would enter the city over the Grand Trunk lines or construct lines of their own in the eastern portion of the city. Which plan would finally be decided upon he could not say.

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

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

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

26/01/1912 *Eastern Ontario Review* *Central of Canada*

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

22/03/1912 *Eastern Ontario Review* *Central of Canada*

Central Counties Railway (sic)

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

Carillon Railway Dispute

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

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

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

That Carillion Railway

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

26/04/1912 *Ottawa Journal* *Central of Canada*

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

With regard to the Central Ry. of Canada between Hawkesbury and South Indian, the line will cross the river at Hawkesbury, then cross the line of the C.P.R. at McAlpine, going along the Caledonia bridge at South Indian

The town of L'Orignal was anxious to have the route pass through it.

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

Central Railway of Canada

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

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

Work on New Railway

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

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

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

05/07/1912 *Ottawa Journal* *Central of Canada*

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

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

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

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

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

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

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

Central Railway of Canada

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

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

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

11/10/1912 *Ottawa Journal* *Central of Canada*

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

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

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

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

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

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

The Project Endorsed

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

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

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

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

24/01/1913 Eastern Ontario Review Central of Canada Fenelon Falls

Central Canada Railway

Fenelon Falls, Jan. 16. - A meeting was held here to-day in connection with the Central Railway of Canada. The Vice-President, C.M. Armstrong, and F.S. MacLennan, K.C. addressed the meeting in behalf of the company, while Mr. M.H. Callum, M.W. Brandon, L.J. Lee, S. Nevison, Dr. Johnston and Reeve Tiers spoke for the village. The chair was occupied by R.M. Mason, M.P.P. It is the intention of the company to have the road in operation by 1914, and Fenelon Falls will be a divisional point.

31/01/1913 Renfrew Mercury Central of Canada Carleton Place

Account of a meeting in Carleton Place. - Carleton Place Herald.

07/02/1913 Eastern Ontario Review Central of Canada

Ottawa, Jan 31. - A meeting of the members and senators whose districts will be served by the proposed Central Railway of Canada was held in one of the Commons rooms this morning, and the project of the company explained by F.S. MacLennan, K.C.

This is the railway which has been projected from Montreal to Midland with a branch to Goderich, one of the outstanding features of the scheme being a proposal that the Intercolonial should be given running rights over the new line to Georgian Bay.

The bill made its appearance last year, and encountered much opposition by reason of a claim to land grants amounting to 650,000 acres across each of Ontario and Quebec, this claim being made on the ground that such grants went with the charter of the old Carillon and Grenville Railway and others acquired by the Central Canada. It was explained to-day that under the proposed bill no land grants will be legalized, the existing rights of the company to be determined by the courts. The company seeks a subsidy for 340 miles of railway, promising to handle grain between Port Arthur and Montreal at 4½ cents a bushel. It is claimed that the new line will be 42 miles shorter than the new C.P.R. line from Port McNicholl to Montreal. The bill will be considered in the Railway Committee next week.

Among those at the meeting were Senator Owen, who presided, W.H. Bennett, promoter of the bill; Hon. Messrs. Coderre and Perley; Senator McHugh and Messrs. Wallace, Thoburn, Merner, Sexsmith and Burnham.

28/03/1913 Eastern Ontario Review Central of Canada

Central Railway of Canada

It looks as though the railway between McAlpine and South Indian is a "dead one" - at least for the present.

Its future was discussed in Ottawa the past week and its promoters are meeting with strong opposition,

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-- Mr. Hogg told the committee that construction had already been commenced on lines already authorized. Twenty-one miles of the road had been graded and a million dollars spent. Construction of the line between Hawkesbury and Ottawa would be commenced in the spring.

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04/04/1913 Eastern Ontario Review Central of Canada McAlpine

Central Railway News

Mr. William Owens of the Central Railway Company to-day made a statement with reference to the difficulties existing between the company and the English Contractors who entered upon the work of building the road.

Mr. Owens said the contractors were not suing the company for any large sum but claimed \$3,825.50 for work alleged to have been done last month and \$15,000 damages, asking however the company be required to deposit \$750,000 to pay for work to be done in future.

On the other hand the company is suing the contractors for \$100,000 claiming that the contractors failed to invest any money in plant or machinery, and neglected to carry on the work with any show of progress even after being notified last October that the contract would be cancelled within thirty days.

Until February every month's estimate was paid by the company, Mr. Owens said, and more than sufficient money to pay for what the contractors have done was provided eighteen months ago and has been lying in the bank at a low rate of interest.

02/05/1913 Eastern Ontario Review Central of Canada

Central Railway News

Montreal April 23. - Injunction proceedings with the object of stopping the construction of the railway from Midland, Ont., to a point near Montreal were featured before the practice court yesterday, the preliminary matter being an incident in a suit between C.J. Wills and Sons, contractors, and the Central Railway Company of Canada.

The contractors sue the railway alleging that owing to a breach of contract on the part of the latter they were unable to go ahead with construction work. The railway, on the other hand, alleging that the contractors had failed to carry out their contract by throwing up the work, entered a suit for heavy damages.

Subsequent to the cessation of work on the part of the C.J. Wills company the railway entered into negotiations with another contractor with a view to having the work rushed ahead. To this C.J. Wills takes strong objection. Hence the application for the issue of a writ of injunction which is being strenuously opposed by the railway.

Central Railway Affairs

C.J. Wills & Sons, the contractors for the Central Railway of Canada got judgment in Montreal this week for their full claim of \$1800 against the Company. They also secured an injunction preventing the Company from awarding the contract to any other contractor, As the matter now stands the Company must furnish money at once or go into liquidation.,

19/12/1913 *Eastern Ontario Review* *Central of Canada*

The following appears in a cable from London, Eng.,

London December 16. - The Central Railway Co., of Canada, to-day resolved to retire existing bonds, replacing them with a new issue, covering the whole main line between Montreal and Midland.

Mr. C.N. Armstrong, the vice-president told bond-holders that the railway was now negotiating an important shipping company, which proposes to put nine steamers in the Great Lakes and from Montreal to British ports.

Negotiations are also proceeding with an important new railway from Montreal to the north.

Canadian bond-holders, Mr. Armstrong added, had never attempted to sell their holding, as they had every confidence in the company's future.

27/02/1914 *Eastern Ontario Review* *Central of Canada*

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

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

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

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

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

Central Railway May Yet Be Built

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

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

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

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.

21/03/1919 *Eastern Ontario Review* *Central of Canada*

The Dominion Railway Board has handed down a decision refusing to recommend for sanction of the Governor-in-Council, agreements between the Central Railway Company of Canada and the Ottawa Valley Railway Co., the Central Counties Railway Co., the Carillon and Grenville Railway Company and the Ottawa River Navigation Company. The various railway companies mentioned sought to transfer their assets, franchises, etc., to the Central Railway Company. The Central Railway Company sought to have the assets, franchises, etc., of the various railway companies mentioned transferred to it. The Railway Board held that the applicant had failed to make out a case for interference, and that, such a recommendation, as was sought. Would be manifestly against public interest and contrary to the spirit, if not the letter, of the Railway Act.

11/04/1919 *Eastern Ontario Review* *Central of Canada*

The Central Railway

The Affairs of the Central Railway known here as the McAlpine Riceville line, were before the House of Commons the past week.

Hon. J.D. Reid asked that the clause providing for the construction of the line from Hawkesbury to Ottawa and thence to Georgian Bay be struck out. He explained that the company is in the hands of a receiver and will be sold by the Exchequer court. Only 10 miles of the road he said, had been built and this had been leased to the Grand Trunk.

W.J. Scott, on behalf of British bond-holders, asked the committee to renew the charter as it stands as a matter of fairness to these bondholders.

Dr. Reid pointed out that the bondholders had not carried out the undertaking. The charter should not be renewed unless the committee receives an insurance that the road would be built.

Mr. Scott explained that \$3,500,000 had been raised and that the chief promoter of this line was Mr. C.N. Armstrong.

Dr. Reid thought it a terrible thing that a company having raised this sum there should be less than 15 miles in operation. Mr. Scott agreed that "this was a curious enterprise, undoubted". He said that Mr Armstrong had been opposing the proceedings in the Exchequer court designed to help the bondholders get back some of their money.

"That is what we would like to see, to see the Bill thrown out. If the charter is renewed it might result in another wildcat scheme worse than this one."

Mr. Morphie asked Mr. Scott what had become of the money.

"Was it stolen?" he asked.

"That is what we would like to know," Mr. Scott replied

He explained that if the charter be not renewed the proceedings in the Exchequer court will cease.

The committee deferred further consideration on off the bill until it could be shown just what work has been done.