

Local Railway Items from Area Papers - Dominion Central Railway

30/04/1904 *Kingston Whig Standard* *Dominion Central*

New Railway Project.

A railway projected from Kingston to a point on the Georgian Bay, between Parry Sound and Midland. The route in a general way to be taken is northerly to Newboro and Westport, thence on a westerly direction to the Georgian Bay. Walter Barwick, Toronto, give notice of an application to parliament for the necessary authority, but the promoters are not named. They will seek incorporation as the Kingston & Dominion Central Railway company. Power is sought to generate electricity for light, heat and power, to own, construct and operate steamships, and to build and operate telegraph and telephone lines in connection with the railway.

Also in Weekly British Whig of 2 May 1904

07/05/1904 *Montreal Star* *Dominion Central*

A New Railway Project

Special to the Montreal Star

Ottawa, May 7: - Kingston and Dominion Central Railway is the name of a company that seek a charter from parliament to build a line from Kingston to a point between Parry Sound and Midland. The right to amalgamate is sought.

11/05/1904 *Lanark Era* *Dominion Central*

In a recent issue of the Canada Gazette notice was given by Walter Barwick, solicitor for the applicants, through McGiverin & Haydon, agents at Ottawa, that application will be made to the parliament of Canada, at the present session thereof, for an act to incorporate a company under the name of the Kingston and Dominion Central Railway Co., with power to construct, maintain and operate a line of railway from a point at or near the city of Kingston, in the county of Frontenac, thence northerly to Newboro and Westport, in the county of Leeds, thence in a westerly direction to a point on the Georgian Bay between Parry Sound and Midland, with branch lines and ways, tramways, ferries, wharves, docks and other works in connection therewith.

17/06/1904 *Montreal Gazette* *Dominion Central*

The bill to incorporate the Kingston & Dominion Central Railway Company authorizes the construction of a line of railway, about 240 miles in length, from Kingston to near or through Newboro and Westport, in the county of Leeds, thence in a generally westerly direction to some point on the Georgian Bay between Parry Sound and Midland. The capital is \$3,000,000, and the corporate members are: Edward J. B. Pense, Arthur B. Cunningham, John McDonald Mowat, William Gardner Craig, John Curson and Edward Mooers, all of the city of Kingston; John Henry Whelan, of the village of Westport, and Frank Edgerton Smith of the town of Prescott. The bill was ordered to be reported

01/07/1904 *Montreal Gazette* *Dominion Central*

The Kingston and Dominion Central Railway bill was amended by the road being declared a work for the general advantage of Canada, and reported.

21/07/1904 *Kingston Weekly British W* *Dominion Central*

Royal assent has been given to the bill to incorporate the Kingston & Dominion Central Railway company .

30/12/1904 *Ottawa Citizen* *Dominion Central*

NOTICE

An application will be made to the parliament of Canada at its next session for an act to empower the Kingston and Dominion Central Railway to lay out, construct and operate an extension from a point on the railway between Brockville and Westport and the City of Montreal, passing through the counties of Leeds, Grenville, Dundas, Glengarry, Soulanges, Vaudreuil, Jacques Cartier and Hochelaga, and an extension of its railway from a point at or near Newboro or Westport and the City of Ottawa, passing through the counties of Lanark, Leeds and Carleton, and to change the name of the company to the Montreal, Ottawa, Kingston and Georgian Bay Railway company.

Barwick, Aylesworth, Wright & Moss,

Solicitors for Applicant.

Dated at Toronto this 28th December, 1904.

04/01/1905 *Kemptville Advance* *Dominion Central*

ANOTHER RAILWAY SCHEME

Application will be made to the Parliament of Canada at its next session for an act to empower the Kingston and Dominion Central railway to lay out, construct and operate an extension from a point on its railway between Brockville and Westport and the City of Montreal, passing through the Counties of Leeds, Dundee, Grenville, Glengarry, Soulanges, Vaudreuil, Jacques Cartier and Hochelaga; and an extension of its railway at or near Newboro and the city of Ottawa passing through the counties of Lanark, Leeds and Carleton; and to change the name of the company to The Montreal, Ottawa, Kingston and Georgian Bay railway company.

29/01/1905 *Merrickville Star* *Dominion Central*

PROPOSED NEW RAIL WAY

It is announced from Kingston that application will be made to Parliament for a charter empowering the Kingston and Dominion Central Railway to construct and operate an extension from a point between Brockville and Westport, to the city of Montreal, passing through the counties of Leeds, Grenville, Dundee, Glengarry, Soulanges, Vaudreuil, Jacques Cartier and Hochelaga, and an extension of the line from Newboro or Westport to Ottawa, passing through the counties of Lanark, Leeds and Carleton.

07/03/1905 *Ottawa Citizen* *Dominion Central*

Bills Read a second Time

Respecting the Kingston and Dominion Central Railway and to change its name to The Montreal, Ottawa, Kingston and Georgian Bay Railway Company - Mr. Harty.

19/04/1905 *Ottawa Journal* *Dominion Central*

The Dominion Central Railway was given an extension of time. This road runs from Newboro to Leeds to Montreal and also from Newboro to Ottawa, passing through Leeds, Lanark and Carleton.

19/04/1905 *Ottawa Citizen* *Dominion Central*

RAILWAY COMMITTEE

The Kingston and Dominion Central railway bill was before the railway committee of the house yesterday, and was reported. The bill extends the time for the completion of the road and authorizes the construction of a branch from Newboro to Montreal and Newboro to Ottawa. The name was changed to the Dominion Central Railway company.

27/04/1905 *Sault Star*

Dominion Central

The Kingston & Dominion Central asked authority to build branch lines from Georgian Bay to Newboro and thence to Montreal and to change its name to the Montreal, Ottawa, Kingston, Perth & Georgian Bay Railway Company The bill was reported after the name had been reduced to the Dominion Central Railway Company.

17/05/1905 *Lanark Era*

Dominion Central

The Kingston & Dominion Central asked authority to build branch lines from Georgian Bay to Newboro and to change its name to the Montreal, Ottawa, Kingston, Perth & Georgian Bay Railway Company. The name has been changed to the Dominion Central Railway Company and the bill has been given its third reading.

22/05/1905 *Kingston Weekly British W* *Dominion Central*

The senate has passed the bill respecting the Kingston and Dominion Central railway company and to change its name to Dominion Central railway company.

08/06/1905 *Montreal Gazette*

Dominion Central

RECEIVED ROYAL ASSENT

Ottawa, June 7 An act respecting the Kingston & Dominion Central Railway Company and to change its name to "The Dominion Central Railway"

10/11/1906 *Montreal Star*

Dominion Central

CANADA GAZETTE ANNOUNCEMENTS

The Dominion Central Railway is asking for an extension of time and for permission to make agreements with the G.T.R., C.P.R., C.N.R. and the Brockville, Westport and Northwestern.

26/01/1907 *Montreal Gazette*

Dominion Central

THIRD READINGS

An act respecting the Dominion Central Railway Company - Mr. Hall.

22/02/1907 *Montreal Gazette*

Dominion Central

IN THE SENATE

The following bills were given third reading.

Respecting the Dominion Central Railway Company.

23/03/1907 *Montreal Star*

Dominion Central

Royal assent is given:

An act respecting the Dominion Central Railway Company

Also in Montreal Gazette same date.

06/11/1909 *Montreal Star*

Dominion Central

CANADA GAZETTE NOTES

contains many notices of intended applications for legislation

The Dominion Central Railway

06/11/1909 *Ottawa Citizen*

Dominion Central

Railway Asks Extensions.

The Dominion Central Railway company, incorporated with head office in Ottawa in 1904 will apply to parliament at its next session for an act authorizing the company to increase its bonding powers to \$50,000 per mile and to extend the time for the commencement and completion of the company's railway for two and five years respectively, Smith and Johnson, Ottawa, are solicitors for the applicants..

08/11/1909 *Kingston Whig Standard* *Dominion Central*

NOTICE IS HEREBY GIVEN

On behalf of the Dominion Central Railway Company (a Company incorporated by Chapter 90 of the Statutes of Canada, 1904) that application will be made to the Parliament of Canada at the next Session thereof for an Act authorising the Company to increase the bonding powers to fifty thousand dollars per mile and to extend the time for the commencement and completion of the Company's railway for two and five year respectively.

SMITH & JOHNSTON.

Ottawa, Ont.,

Solicitors for the Applicants.

Dated at Ottawa this thirtieth day of October, 1909.

Also in the Kingston Whig Standard 22 November 1909

22/05/1912 *Ottawa Citizen*

Dominion Central

CHANGE OF NAME

Albert Central is Now Dominion Central Ry.

An important meeting of the directors of the Alberta Central Railway was held in Ottawa last night, when the name was changed to the Dominion Central Railway owing to the fact that the road has now a Dominion charter.

Future plans of the road were discussed and it is the intention of the promoters to build a line north and south through Alberta connecting across the boundary with the Great Northern and Northern Pacific. The road will run along the slope of the mountains with feeders east and west..

22/05/1912 *Calgary Herald*

Dominion Central

PLAN A GREAT COAL LINE THROUGH CENTRE OF ALBERTA PROVINCE

Special dispatch to The Herald.

OTTAWA, May 22 An important meeting of the directors of the Alberta Central' railway was held in Ottawa last night, when this name was changed to the Dominion Central railway, owing to the fact that the road has now a Dominion charter..

Future plans of the road were discussed, and it is the intention of the promoters to build a line north and south through Alberta, connecting across the boundary with the Great Northern and Northern Pacific. The road will run along the slope of the mountains, with feeders east and west. It will also be pushed north into the Peace River country.

The promoters of the road are big American railroad men, who are interested in the coal lines, such as the Erie and the Lehigh.

W. C Teter, a New York millionaire, is one of those largely interested, and attended the meeting last night. It is the intention to make the Dominion Central principally a coal [sic] road, to open up the big coal [sic] mines of Alberta..

Also in the Edmonton Journal of 23 May 1912.