

Local Railway Items from Area Papers - Morrisburg and Ottawa Electric Railway

06/09/1895 Renfrew Mercury Morrisburg and Ottawa Electric

People are wondering why some of the railway people, who are anxious to invest their capital, do not build an electric railway from Ottawa to Morrisburg via Eastmans Springs, Russell, Morewood and Chesterville. It is one of the finest sections of country in Ontario with a large number of thriving villages. A branch could be run to the village of Winchester. The townships along the line would no doubt give liberal bonuses, and many of the wealthy people would take stock, if necessary. L'Original Advocate.

16/03/1908 Ottawa Citizen Morrisburg and Ottawa Electric

Incorporation is sought by the Morrisburg Electric railway with power to run from Morrisburg to Russell village. Also in the Windsor Star of 17 March 1908.

03/04/1908 Montreal Gazette Morrisburg and Ottawa Electric

Toronto, April 2. - The Railway Committee of the Legislature concluded its work this morning. The bill to incorporate the Morrisburg Electric Railway Company was reported with minor amendments.

06/11/1908 Montreal Gazette Morrisburg and Ottawa Electric

OTTAWA TO MORRISBURG. Scheme Under Way to Connect Them by Electric Railway.

Ottawa, November 5. (Special.) A scheme is under way to connect Ottawa with Morrisburg by electric railway. The project includes the building of a new line from Morrisburg to a point on the present Ottawa and New York Railway and the adoption of electricity as a motive power on the entire line, which will include about 20 miles of the present O. & N. Y. system.

The enterprise is under consideration by Mr. J. Wesley Allison, of Morrisburg, and New York city and other New York railway financiers. The total length of the electrified line would be about 75 miles, 80 of which are already provided by the O. & N. Y. road.

11/01/1909 Toronto Star Morrisburg and Ottawa Electric

The Morrisburg Electric Railway Company asks permission to extend its main line from Ormond to Ottawa

06/05/1909 Montreal Gazette Morrisburg and Ottawa Electric

The Morrisburg-Ottawa Electric Railway has secured the right of way of the roadsides in each of the municipalities through which the line will pass. A meeting was held at Morewood, when Messrs. C. M. Willard, J. H. Loughridge, B. Loughridge, W. M. Loughridge, J. W. Bogart, R. Markeley and John McFarlane were appointed directors. Mr. John McFarlane is the Ottawa director. Surveyors will start work on Monday of next week laying out the line, and the grading will be completed by next fall, it is promised, in order that the rails can be laid as early as possible next spring.

07/05/1909 Eastern Ontario Review Morrisburg and Ottawa Electric

The Morrisburg-Ottawa Electric railway is a certainty unless something happens. The right of way of the roadsides in each municipality through which the line will pass has been obtained. A meeting was held at Morewood, Tuesday, when Messrs. C. M. Willard, J. H. Loughridge, B. Loughridge, W. M. Loughridge, J. W. Bogart, R. Markeley and John McFarlane were appointed directors. Mr. John McFarlane is the only Ottawa director. The surveyors will start work on Monday of next week laying out the line, and the grading will be completed next fall, in order that the rails can be laid as early as possible next spring. Options have been obtained for electric power from Morrisburg, but the company will endeavor to buy a water power in the vicinity of Ottawa and develop its own electricity. Stock enough to float the project has been subscribed by farmers along the route and a New York firm has taken over the selling of the bonds. Nearly all the municipalities along the route have bonused the new undertaking.

13/05/1909 Chesterville Record Morrisburg and Ottawa Electric

The Morrisburg-Ottawa electric railway is a certainty unless something very unexpected happens. The right of way of the roadside in each of the municipalities through which the line will pass has been obtained. A meeting was held at Morewood recently when Messrs. C. M. Willard, J. H. Loughridge, B. Loughridge, W. M. Loughridge, J. W. Bogart, R. Markeley and John McFarlane were appointed directors. Mr. John McFarlane is the only Ottawa director. The surveyors will start work at once laying out the line and the grading will be completed next fall in order that the rails can be laid as early as possible next spring. Options have been obtained for electric power from Morrisburg, but the company will endeavor to buy a water power in the vicinity of Ottawa and develop its own electricity. Stock enough to float the project has been subscribed by farmers along the route and a New York firm has taken over the selling of the bonds. Nearly all the municipalities along the route have bonused the new undertaking.

07/06/1909 Ottawa Citizen Morrisburg and Ottawa Electric

POWER OPTIONS
Morrisburg Electric Will Develop Here.

Options are being taken on water powers about the city by Mr. John McFarlane for the Morrisburg and Ottawa Electric railway. Options were taken yesterday on a water power on the Upper Ottawa developing 4,000 horse-power. If this power is purchased the electricity will be conducted to Ottawa, and from there will operate the cars to and from Morrisburg. The idea is also to furnish light and power to the villages along the route. A meeting of the directors of the new company will be held very soon when one of the water powers will probably be purchased.

10/06/1909 Chesterville Record Morrisburg and Ottawa Electric

Options are being taken on water power about Ottawa by Mr. John McFarlane for the Morrisburg and Ottawa Electric Railway. Options were taken yesterday on a water power on the Upper Ottawa River developing 4,000 horsepower. If this power is conducted to Ottawa, and from there will operate the cars to and from Morrisburg. The idea is also to furnish light and power to villages along the route. A meeting of the directors will be held very soon when one of the water powers will probably be purchased.

03/08/1909 Ottawa Citizen Morrisburg and Ottawa Electric

IS STAKED OUT
Good Progress on New Eastern Electric Road.

Mr. J. W. Willard of California, president of the Ottawa-Morrisburg Electric Railway company, was in the city this morning. He states that the first survey of the proposed new line has been made, and the route has been staked out. An additional survey is, however being made for the purpose of deciding on which side of the road it is best to run. The charter gives the company the right to cross the road, but this will be avoided except in cases, where it is absolutely necessary. Work will be well under way on the line by the time winter sets in, it is expected. Also carried in the Montreal Gazette 4 August 1909

TERMINUS MAY BE IN THE CITY
FOR Ottawa-Morrisburg Electric Railway
Old St. L. & O. Depot is Suggested
Survey of Line Completed This Month

Mr. J. W. Willard, president, and a few of the directors of the proposed Ottawa-Morrisburg electric railway, are making final arrangements for the putting through of the line. As an amendment to the original idea of having the Ottawa terminus just south of Billings' Bridge, negotiations are now on foot with the C.P.R. for the use of the old St. Lawrence and Ottawa railway station opposite Queen's wharf as a terminus. This, the directors feel, would be in every way a better place for the transmission of passengers and freight to central points in the city. Surveying for the line will be completed this month, and next month the work of grading will begin.

The greatest speed possible will be made in laying out the Ottawa-Morrisburg line. The line is to be capitalized at \$1,500,000, of which \$400,000 is to be in stock and the rest in floating bonds. Over \$200,000 of the company's stock has been bought.

Also verbatim in the Kemptville Advance of 19 August 1909

02/09/1909 *Chesterville Record**Morrisburg and Ottawa Electric*

Ottawa Free Press. Mr. R.A. Bishop of Ottawa and a well known local solicitor whose name for the moment is Withfield [sic] were Monday added to the directorate of the Morrisburg and Ottawa Electric Railway. It was decided some time ago to increase the number of directors from seven to nine, and the fact of both additions being Ottawa men is indicative of the growing interest locally in the enterprise. Ex-mayor Brown of Morrisburg has been appointed Chief Engineer of the road and a boom in the progress of its construction is expected according to Mr. John McFarlane, the third Ottawa director. The preliminary surveys for the roadbed are completed and grading will be commenced this fall. Farmers along the line of the route have signified their desire to do the grading with their farm teams after the crop is in. In return they wish to be remunerated by stock in the new company. Negotiations are under way with the CPR for entrance into the city, via the old Ottawa and St. Lawrence Railway and it is possible that the terminal of the line will be in the vicinity of Queen Wharf. The meeting of the directors was held at Moorewood.

16/09/1909 *Chesterville Record**Morrisburg and Ottawa Electric*

The Ottawa Citizen says: Mr. John McFarlane has returned from Morrisburg where he was attending a meeting of the directors of the Morrisburg and Ottawa Electric Railway. The route of the road until it reaches Ottawa has been decided upon and grading is expected to start in about two weeks. The line will pass through the following towns and villages: Williamsburg, Bouck's Hill, Elma, Dunbar, Winchester Springs, Chesterville, Winchester, Morewood, St. Theresa, Ormond, Kenmore, Vernon, Metcalfe and Greeley. The route will be 55 miles long but the entrance into Ottawa has not been decided yet. The line will cost about \$770,000. It will be an electric line and will handle freight as well as passengers. The rails will be laid as early in the spring as the weather will permit.

Mr. McFarlane visited Waddington on the American side opposite Morrisburg and saw the first train come in on the Norwood and St. Lawrence railway. This railway is 20 miles long and connects Waddington with the main line of the New York Central. With the new Morrisburg and Ottawa line and the Waddington and Norwood line there will be a direct line to New York from this city.

02/11/1909 *Ottawa Journal**Morrisburg and Ottawa Electric*

DIRECT LINE TO NEW YORK

Ottawa and Morrisburg Railway to Join
With the New York Central Railroad.
Connection with Cities in New York State.

Mr. John McFarlane, the recently elected president of the Morrisburg and Ottawa Electric railway, speaks very enthusiastically of the prospects of the venture.

"What we are planning to do, and are certain we can accomplish," said Mr. McFarlane to a Journal reporter yesterday, "is to make this line the greatest summer trip in eastern Ontario and Northern New York state. We can do it too, for we will have the shortest direct line from Ottawa to the St. Lawrence, and we will make arrangements with the New York Central for a direct connection with New York city, Syracuse, Utica, Albany and the other cities in the state.

"Don't you see what a tourist traffic that opens up for us? There is New York city, with a population quite as large as all Ontario; Syracuse, with a population as large as Montreal; Utica as large as Ottawa and Albany with 100,000 people. We offer them a short and direct route through a great country, either by the N.Y.C., off[sic] by boat on the Hudson, and then through the best section of Ontario; and at a rate that our competitors cannot meet. The trip will be widely advertised, and it is natural to expect that the traffic both ways will keep the cars well filled."

For Water Power.

Options have been secured on several falls on the Ottawa River west of the city, from which the necessary power will be developed at a rate cheaper than the city secured for its municipal plant. At the present time the location survey for a distance of 18 miles has been completed and estimates are being prepared for grading which will be begun shortly. The preliminary surveys prove that the line will run almost in a straight line from Ottawa to Morrisburg, and consequently the distance will be considerably shorter than the lines of all other railways make possible.

With the assistance of the New York Central, the line will be advertised as widely as possible, and the advantages of the new route between Canada's capital city and the American metropolis will be made known to the public.

Mr. McFarlane is making business arrangements which will permit of his devoting his attention to the new line.

Also verbatim in North Bay Nugget 5 November 1909

19/11/1909 *Renfrew Mercury**Morrisburg and Ottawa Electric*

The location survey for a distance of eighteen miles has been completed in connection with the Ottawa-Morrisburg Electric Railway. The line will cross the Nation river at Chesterville. The original plan showed the main line running to Winchester. The survey apparently doesn't take in that place.

14/12/1909 *Ottawa Citizen**Morrisburg and Ottawa Electric*

The Morrisburg and Ottawa Electric railway stopped the work of their surveyors on Saturday (11/12) night, for the winter. The fourth and final survey of the road is two-thirds completed and construction will begin very early in the spring. The company has secured options on some fine gravel pits on the line and will use considerable in preparing the road bed and afterwards will doubtless bring gravel into the city for building operations here.

16/12/1909 *Chesterville Record**Morrisburg and Ottawa Electric*

By-Law No. 153 of the corporation of the township of Winchester for the granting to the Morrisburg and Ottawa Electric Railway Company a right of way along certain of its highways for the construction and operation of an electric railway under certain conditions.

By-Law No. 154 to authorize the issue of debentures of the township of Winchester to the amount of \$5,000.00 for the purpose of the granting of a bonus of \$5,000 to the Morrisburg and Ottawa Electric Railway Company in aid of the said railway company.

21/12/1909 *Ottawa Journal**Morrisburg and Ottawa Electric*

Winchester requested to contribute \$5,000.

At a meeting of the Morrisburg Electric Railroad Company held at Winchester Springs, December 17th which was well attended by the people of the surrounding country.

Mr. Solomon Coons occupied the chair. The meeting opened at 8 o'clock, speakers present, Calvin Munroe, Mr. Willard, Mr. J. Bogart and Mr. J. McFarlane.

Chairman's address opened the meeting by some very fitting remarks regarding the present scheme of the railroad proposed.

Mr. Monro followed stating that the cars would stop at every cross roads. The Bonus, he said would only cost the farmers about \$1.50 each and that it would be a great benefit to the farmer and merchant and in fact to every class of people that all would be made happy by it.

Mr. J. Bogart followed and explained what he meant by the right of way etc. He said it only meant the privilege of building the electric road on the road-side and that if the Company would settle for it with the farmers have offered to give twenty feet or more inside of their fence and a bonus of \$200.00 to have it pass their way.

He explained the change in the Ontario law regarding railway on the highway and that the grant was only for 22 years and then the Company would be at the mercy of the Townships and that the company would prefer having the road on the property of the farmers and settle with him for it and own the land the road is built on. He also showed the benefit of cheap electric light and electric power.

Mr. Willard was the next speaker and he went over the same ground covered by the two former speakers.

Mr. McFarlane came forward next and was somewhat abashed as he had lost his running mate Mr. Bishop, he having to return to Ottawa on account of illness. He soon found his bearing and started off easy feeling his way very careful until he had his audience in his command and held them spellbound some scarcely breathing. He went into the cheapness of the Power and the great amount of horsepower (34 000) horsepower [sic] can be had at reasonable rates.

He told how hard it was for the Ottawa Street rail to sell its stock at first and how gratifying it has been to the stock holders since making 8 per cent and now paying 12 per cent and a nice rest (sic) fund of \$800,000, he showed how nice it would be for homes along the road.

They could have the electric irons for doing their ironing instead of heating up the house in a hot summer day. and how nicely he explained the carpet cleaner, that it would make home like heaven and then think of the electric heater to warm your bed room and other things too numerous to mention.

One could scarcely keep down when he portrayed the sublime thing that are in store for Winchester Spring and see the masses flocking to the Spring to go the healing waters.

Also, Uncle Sam's people coming over in amazement on beholding this fertile land flowing with milk and honey and longing to their business here. The meeting came to a close by moving a vote of thanks to the Chairman.

Jan 3. Tp. of Winchester, Ont. - to issue \$5,000 20 years, 5 per cent. debentures for the purpose of granting a bonus to the Morrisburg Electric Railway. George Quart, Clerk.

Application to Parliament.

NOTICE IS HEREBY GIVEN that an application will be made to the Legislature of the Province of Ontario at its next Session, for an Act to amend the Act to Incorporate the Morrisburg Electric railway company passed in the Eighth year of His Majesty's reign. Chapter 130, and the Act amending the same passed in the Ninth year of His Majesty's reign Chapter 136, by changing the name of the Company to "The Morrisburg and Ottawa Electric Railway Company." To reduce the stock to \$550,000. and to authorise the Company to Issue Bonds, debentures or other securities to the extent of Twenty Thousand Dollars per mile of railway constructed or under contract to be constructed, and to enter into contracts for the purpose of disposing of electricity for lighting or power purposes to Municipalities, Corporations and persons along said railway, subject to the provisions of the Power Commission Act. to extend the time for the commencement and completion of the said Railway, and to arrange and contract with any existing Railway Company for trackage from a point in or near the City of Ottawa to and into the said City of Ottawa.

IRWIN HILLIARD, Morrisburg, Ont.,

Solicitor for the Applicants.

Dated at Morrisburg this 30th day of December, 1909.

A MONO-RAIL LINE

May be Used by Ottawa-Morrisburg Railway.

Ottawa may have a mono-rail electric railway. The Morrisburg and Ottawa Railway company, of which Mr. John McFarlane is president, is investigating the invention, and if it is found practical it may be installed instead of the ordinary ground lines. The proposed mono-rail line differs from that operated on the gyroscope principle. The latest one has its main rail about 20 feet above the ground, supported by iron posts close together. The cars are in three compartments, one above this main rail, and one compartment hanging down on each side of it, with two light rails nearer the ground, against which wheels from the lower compartments run, and make tipping over of the car impossible. Passengers will use the top compartment, and the lower ones will be used for freight. The motive power wheels run on the top rail. The system does away with all grading, etc., and is, of course, much more cheaply constructed than the ground lines are. It is the invention of a Bherbrooke man, and a company has been formed to promote it. The new system has given perfect results on the trial line constructed by the inventor.

WINCHESTER SPRINGS

Resort Changes Hands. Will Have Rail Connection.

Winchester Springs, including buildings and 40 acres of land, has been purchased by Mr. James E. Wilson. These springs were first made famous by Dr. Anderson, who bought them and erected extensive buildings. For some years it was a favorite resort, as many as 800 people congregating there at one time. But it was twelve miles from the nearest railway at Morrisburg and when other springs were discovered with railway facilities very close, Winchester Springs became a back number. However, the Morrisburg and Ottawa electric railway is to pass through and this is expected to revive the old time popularity of the place, which is 32 miles from Ottawa. The sale was negotiated by Mr. J. McFarlane..

The Ottawa Citizen says: Winchester Springs, including buildings and 40 acres of land have been purchased by Mr. James E. Wilson. These springs were first made famous by Dr. Anderson, who bought them and erected buildings. For some years, it was a favorite resort, as many as 200 people congregating there at one time. But it was twelve miles from the nearest railway at Morrisburg and when other springs were discovered with railway facilities very close Winchester Springs became a back number. However, the Morrisburg and Ottawa Electric Railway is to pass through and this is expected to revive the old time popularity of the place which is 32 miles from Ottawa. The sale was negotiated by Mr. J. McFarlane.

Electric Railway Prospectus

Morrisburg Herald: a very neat prospectus in pamphlet form has been issued by the Morrisburg & Ottawa Electric R'y Co. It is shown forth therein that the company is capitalized at \$500,000, divided into 5,000 shares with a par value of \$100 each. The head office is at Morewood, where dwell J. W. Bogart and J. H. Loughbridge, two of the provisional directors. J. McFarlane of Ottawa is chairman; W. H. Fetterly of Morrisburg, vice-chaman. A. J. Laverdure of Ottawa is general manager and R. A. Bishop of the same place is secretary-treasurer. Other directors are W. C. Strader, Williamsburg; Calvin Munroe, Nation Valley. The solicitor is Irwin Hilliard of Morrisburg. Calling of tenders and commencement of active construction work will take place as soon as 1,250 shares of the capital stock are taken up and ten per cent. paid in. Mention is made of connections which could be made with other lines at Ottawa and Morrisburg, also at intervening points; of bonuses prospects, of options secured on electric power, together with other favorable circumstances. A map of the proposed route is given, indicating almost a direct run from Morrisburg to Ottawa, with a spur line serving Chesterville, Morewood and Marionville. Included in the prospectus are letters from Western Ontario men outlining the benefits conferred there through the building of electric lines.

16/06/1910 *Kemptville Advance**Morrisburg and Ottawa Electric*

Morrisburg Leader. Mr. J. McFarlane, president of the board of directors of the Morrisburg & Ottawa Electric Railway Co., was in town to-day in the interest of his road. A very handsome prospectus has been gotten out, and stock is being readily subscribed. The board of directors are offering at par value 1,250 shares of the capital stock. The shares are placed at \$100, 10 per cent, of which is payable on application. With the present directorate and the hustling president on the warpath seeking subscription to stock it now looks as though the road is an assured fact.

30/07/1910 *Ottawa Citizen**Morrisburg and Ottawa Electric*

Advertisement with map by the company

The line in its forty-six miles, passes through a rich, and fertile belt of country, second to none in the world, joining the handsomely situated town of Morrisburg with the beautiful city of Ottawa, accommodating the present population of some 185,000 people, and connecting the two great navigable waterways, the St. Lawrence, and Ottawa rivers, It also affords the most direct, and fastest route between America's metropolis, New York, and Canada's capital, Ottawa,

PROVISIONAL DIRECTORS.

J, McFarlane, Chairman Provisional Board, Ottawa, Ont,

VV, H. Fetterly, vice-chairman, Morrisbur,g, Ont,

E, J, Lavordure, general manager, Ottawa, Ont,

R, A. Bishop, Provisional Secretary Treasurer, Ottawa, Ont,

J, W. Bogart, Morewood, Ont,

Hector McDonald, Ottawa, Ont,

C, M, Munro, Chesterville, Ont,

J, H. Loughrldgo, Morewood, Ont,

W. C. Strader, Williamsburg, Ont,

The capital stock Is divided into 5,000 shares, par value, \$100 each, of which 1,250 shares, is at present offered for public subscription.

The method of subscription requires a dopsolt of ten per cent upon each share subscribed for at the time of application, The balance will be subject to calls by resolution of the directors as the work progresses.

Considerable stock has been already subscribed, but in order to expedite matters, the balanco has been offered in this way,

No agents havo been appointed,

This initiatory work is exclusively in tho hands of the Provisional Directors, and In consequence, thereof, subscription lists have been provided for that purpose.

The prospectus, giving full Information regarding tho undertaking will be mailed free upon application,

The First Sod in the Construction of the Railway Will Be Turned at Morrisburg, on August 2nd, 1910, by Sir J. P. Whitney, LLD., Premier of Ontario.

30/07/1910 *Ottawa Citizen**Morrisburg and Ottawa Electric*

THE FIRST SOD

Many. Will Attend New Railway Ceremony.

The officials of the Morrisburg & Ottawa Railway company have sent out neat invitation cards to the members, with friend of the Motor Car association to be present next Tuesday at Morrrisburg where the first sod is being turned for the new railway. Sir James Whitney will handle the spade. The road Is good all the way from Ottawa to Morrisburg and the distance, a little under fifty miles, makes a nlca automobile outing and a large number have signified their intention of being along, including the mayor and Mrs. Hopewell. The old boys' reunion will be In full sway at Morrrisburg at the same time. The officials would be pleased to see any other motorists along who are not members of the .ssociatlion and whose address could therefore not be obtained.

TURNED FIRST SOD OF RAILWAY

Morrisburg and Ottawa Electric Line.

Ottawans Assisted at the Ceremony.

Sir James P. Whitney Was in Form.

Morrisburg's semi-centennial and home coming week was officially opened yesterday afternoon and several hundred old boys and girls were there from all parts of Canada and the United States. A four days' program of sport has been prepared and the visitors to this proud town are being given the glad hand, to be sure.

An important event in connection with the opening ceremonies was the turning of the first sod of the Morrisburg and Ottawa electric railway. Sir James Whitney officiated. There were several addresses in this connection, including those by Mayor Hopewell, ex-Ald. Laverdure, Mr. John McFarlane, president of the road, and others. Mayor Hopewell announced that he was sure that this new railway will have an entrance to Central station.

The ceremonies took place at the fair grounds. An address of welcome to the "old boys and young girls" was read by Reeve Meikle. He outlined the growth of the town in the past 50 years, a great record indeed, and referred to the many great sons who had gone forth from that town to win honor in broader fields.

Sir James Whitney responded for the visitors. He said that he thought reunions of this kind were good for all concerned.

He went on that he had been authorized by Hon. G. P. Graham to express his regrets that that minister could not take part in this ceremony, as he is engaged in a western tour with his leader. "I might say right here that Mr. Graham has, in his various activities, reflected great credit on the country of which he is a citizen and the town of which he is a son. With regard to Mr. Graham and myself," he continued, "we have tried to do our duty in the different positions which we occupy, and I am not boasting when I say that we represent politics of a high order." He spoke of the necessity of two parties, one to correct the other. Both parties in the main are working for the good of the state. There is no one party best, they are equal and complement of each other. The time has gone by when men believed that the party to which they belonged was the only good party and that they were justified in injuring in any way they could the other party.

No people on the face of the earth have received as many material and moral benefits during the past years and the present as the people of this country. When I went to school we had a geography which had a mark for Toronto, a mark for Montreal, a blur for where Ottawa now is, and all the great West was marked as desolate waste. How remarkable have been the changes since that time. He spoke of the strong chains which bound the Empire together, and was sure that in the future Canada would play a very strong part in bearing the burdens of the Empire. His speech was interjected with cheers, and three hearty cheers were given Sir James at the close.

After his address the premier of Ontario shouldered the silver-plated shovel which was taken from a velvet case and turned the first sod of the new railway. "Blessed be the man who turns the remaining sods," were his words as he turned over the large rectangle of earth.

He said that while he knew nothing intimately about the new railway he believed that if it were well built and wisely handled it would be a financial success. Anything the Ontario government could do for it except give it money it would be pleased to do. He pointed out the great advantage the new railway would be to the people of Dundas and they would never rightly appreciate these advantages until it was built.

Mr. John McFarlane, president of the company, expressed his thank to the committee for including this ceremony in the program and thanked Sir James Whitney for consenting to officiate. He pointed out the great boom to Morrisburg that this new railway would be and its advantage over steam railway.

Mr. Andrew Broder MP was sure that the new Railway would be a success. By means of it, farmers would be able to sell many products that they are now unable to market. Then a railway makes business for itself. It would pass through one of the very best sections in Canada and it was sure to be a success. It was true that this eastern section which had done so much for the country at large should get such a convenience.

Mayor Hopewell said he knew the men at the back of this movement, and he therefore had not the slightest doubt that it would be a success. It would be a splendid thing for Morrisburg to be so convenient to the capital city, a good thing for all the intervening country and a good thing for Ottawa. He thought it an excellent plan to use electric power which would be secured more cheaply in Ottawa than anywhere else in the Dominion. "Then another reason for this railway, when Sir James Whitney moves his base of operations from Toronto to Ottawa he will need a more direct line from that city to his old town," which brought forth much applause.

Ex-Ald Laverdure spoke on the advantages of the Railway.

The speeches were followed by sports --.

SIR JAMES OPENS ROAD

First-Sod of Morrisburg and Ottawa Ry. Turned.

Imposing Ceremony at Morrisburg Yesterday.

Speeches by the Premier and Many Ottawa Men.

The much talked of Morrisburg and Ottawa electric railway, which some time in the near future is to be a realisation, was practically commenced yesterday at Morrisburg. when the first sod was turned by Sir James Whitney, who was heard to say just after he had completed the task: "Blessed be the man who turns the remaining sod." The day was an excellent one and a better time could not have been chosen, as the exhibition grounds, where the sod was turned, were thronged with people who were attending the Morrisburg Old Boys' Reunion.

A crowd numbering about thirty in all left Ottawa yesterday morning about seven o'clock in six automobiles, kindly supplied by the directors of the company. The roads were in excellent condition and the ride was thoroughly enjoyed by all who accepted the invitation of the company to be with them to witness the turning of the first sod. The journey took about three hours, but the ride was such an enjoyable one that many of the party were sorry when their destination had been reached. Among those in the party were: His Worship the Mayor and Mrs. Hopewell; Mr. John McFarlane, the chairman of the provincial board; Mr. and Mrs. Geo. J. McFarlane; Ex-Ald. Laverdure; Mr. E. A. Lahaise and his wife; Miss Couet of Rowardale, Quebec. Mr. and Mrs. Oeo. Chamberlain; Mr. and Mrs. A. Loveday; Ald. Nelson; Mr. B. Billings; Mr. R. A. Bishop; Mr. A. J. Bishop and his wife; Mr. J. S. McIntosh; Mr. Joe. Haste; and four reporters representing the four Ottawa papers.

The line which is to be built will be about fifty-five miles in length and will be over an excellent stretch of country. In fact it would be hard to find anywhere in Eastern Canada an equally level stretch of magnificent farming country with such evidences of prosperity and enterprise on every side. In the whole distance there is not the one elevation worthy of note. Of course this means that grading will be done at a very small cost, and also that the company will be saved considerable trouble. Then at Morrisburg connections by ferry with Waddington, New York, almost directly opposite, brings the road in touch with the new St. Lawrence and Norwood railway, thus forming a short route from Ottawa to New York. This will also give close connections with many of the largest cities of New York State, including Albany, Syracuse, Troy, Poughkeepsie, Utica, and other places. The following is a list of the prosperous little towns through which the railway will run: Morrisburg, Glenn Becker, Bouck's Hill, Elma, Winchester Springs, Dunbar, Winchester, Chesterville, Morewood, Kenmore, Ormond, Marionville, Metcalfe, Vernon, Greeley, South Gloucester, Walkley's Corners, Billings Bridge and Ottawa.

It has not yet been decided when the operations will begin in earnest, but the calling of tenders and commencement of active construction work will take place as soon as 1,250 shares of the capital stock now offered the public are taken up, and ten percent paid into the credit of the company. A general meeting of the shareholders will then be called and organization completed, when the board will be in a position to commence the active construction work.

First sod turned.

Sir James Whitney turned the first sod at the fair grounds about three o'clock in the afternoon, after which he spoke a few words on behalf of the railway scheme. He was greatly in favor of it and thought that a better scheme could not be thought of to benefit the excellent stretch of country concerned. He said that he felt positively sure that this railway would certainly prove a successful commercial enterprise if operated along the right lines, and if enough interest was taken in it by the farmers and others along the line. "Some," he said, "will never realize the full benefit of this railway till they see it in operation."

Mayor Hopewell was then called upon to express his views on the scheme. First of all he said that never before had he passed over a road or through a country that gave him as much pleasure as on this occasion. He had enjoyed himself to the fullest extent, and the scenery he had witnessed and the towns he had passed through would remain fresh in his mind as a dream of the sweetest nature. He then went on to describe the great commercial advantages of this railway.

More

05/08/1910 *Eastern Ontario Review* *Morrisburg and Ottawa Electric*

The first sod of the new Morrisburg and Ottawa electric line was turned Tuesday at Morrisburg by Sir James Whitney, Premier of Ontario. The ceremony was well attended, about one hundred attending from Ottawa. From outside points, however, there was a large crowd, over two thousand, attending the ceremony.

27/09/1910 *Ottawa Citizen* *Morrisburg and Ottawa Electric*

BENEFIT TO OTTAWA

Mayor Advocates Morrisburg Railway Slogan for City.

Mayor Hopewell has issued a strong statement in favor of the construction of the Morrisburg and Ottawa Electric railway, which he claims would be of incalculable benefit to the Capital in that it would bring the produce of a very rich section of the country lying between here and the St. Lawrence river to the city. Instead of it having through lack of facilities to seek a market elsewhere. It would mean a great trade increase and closer relations between a new section of country and the city. In connection with the road, the mayor also suggests the building of an automobile road to parallel the electric line. This, he thinks, could easily be done, and would attract many tourists each year.

His worship has urged on a committee appointed by the publicity committee to investigate questions of additional capital being required to extend local industries, to secure outside industries and to render every assistance in the development of local industries, that they take up this matter at once and do all they can to promote the early building of the road.

The publicity committee has adopted the following slogan, which will be printed on all its literature and letter heads - "Twice as much power as Niagara at half the cost." The trade mark will consist of a view of the Chaudiere, in the center of which is a large electric transformer, representing the produced power. On the bottom of the motor the following words appear "Ottawa, the center of the greatest water power in the world."

Publicity Commissioner Baker has reported to the committee that he is in touch with industries in New York and Los Angeles, which he may secure for Ottawa.

NEW ELECTRIC ROAD

Stock Sales on Morrisburg and Ottawa Line Going Ahead.

If the sales of stock of the Morrisburg and Ottawa Electric railway continue at such a satisfactory rate as at present, construction of the road will be commenced in the early spring. This was a statement made by Mr. John McFarlane, chairman of the provisional board of directors to The Citizen yesterday afternoon. This will no doubt be pleasing news to those who have subscribed for stock in the company, and are anxious to see the project hastened to a completion.

Although the sale of the stock has not been pushed until within a comparatively recent space of time, already one half of the required amount to start work on a permanent basis has been subscribed, and the provincial directors are hopeful that the balance will soon be disposed of. In connection with the sale of this stock it is interesting to note that not more than ten shares of the stock is being sold to any one subscriber, the idea being to interest as many people as possible along the route of the line to invest. This, the officers think, will make the success of the road assured, as they believe that the more people interested along the route, the more business will come the company's way. In another column will be found a list of names of those who have offered us the use of their teams they will be found many of the most prominent citizens of Ottawa, as well as many of the farmers along the proposed line.

"So interested have some of the farmers along the route become in the project," said Mr. McFarlane to The Citizen, "that many of them have offered us the use of their teams and horses free for several day work when we start construction. We have figured out that 185,000 people will be directly benefitted by the construction of this line, and if even one out of 25 took one share, the required amount to build the road would be subscribed. However, we are now endeavouring to dispose of 1,250 shares, so as to get permanently organized, and elect permanent officers and directors. Our capital stock is \$500,000, and the estimated cost of construction \$750,000. Another point that will show the interest farmers are taking, is that many are offering to sell us land for our right of way at much less than its valuation. Some have offered us land at \$50 per acre, where it is easily worth from \$150 to \$200 per acre. This in itself is encouraging. The work of construction will be an easy matter, as the route is a fine one very level, and will require very few bridges. The distance is 43 miles."

"Then take the connection we will make with the American road running from Norwood to Waddington, opposite Morrisburg on the St. Lawrence river. This would mean the bringing to Ottawa yearly many visitors from the other side who would not otherwise come here, but would take the trip down the St. Lawrence instead. Experienced railway men in other Canadian cities and even on the other side have told me that they consider the project one of the best that has come under their attention, and as a big landowner in the city of Ottawa I firmly believe that it is bound to be a paying proposition. We have been taking matters easy as regard to pushing the stock sales, but now during the winter months, we hope these will move much faster, so that work may be commenced in the spring, and the first car running by probably next winter."

Mr. McFarlane thinks that many of the merchant should interest themselves in the line, as it will carry freight. He points out that freight from American and Western points could be brought into Ottawa more cheaply by the line, or as cheap in any event, from the terminal at Morrisburg, as bringing it in a round-about way over some of the railway lines.

07/01/1911 *Ottawa Citizen**Morrisburg and Ottawa Electric*

BEFORE COUNCIL SOON

Morrisburg and Ottawa Electric Ry. Entrance to City.

The application of the Morrisburg and Ottawa Electric railway to enter the city along Main street, Ottawa East, will come up at the next meeting of the city council. The negotiations between the company and the Ottawa Street railway have been successful and the latter will not object to the application being granted.

The arrangement will probably be made to run the Morrisburg and Ottawa cars almost to Elgin street bridge until such time as the street railway extends its service into Ottawa East.

18/01/1911 *Ottawa Citizen**Morrisburg and Ottawa Electric*

The city engineer announced that he would report on Thursday regarding the application of the Morrisburg and Ottawa Electric railway's proposition to run along Main street and Hawthorne avenue. Ottawa East. Mr. Williams, a resident of Ottawa East, had objections to raise to the entry of the line, on account of the present indefinite understanding regarding connections with the Ottawa Electric Railway company. He was told that the matter had not been dealt with as yet by the board.

16/03/1911 *Morrisburg Leader**Morrisburg and Ottawa Electric*

The Morrisburg and Ottawa Electric Railway Co. will hold a general meeting of the shareholders in the town hall Ottawa East on Tuesday evening March 21st, at 7.30 p.m.

18/03/1911 *Ottawa Citizen**Morrisburg and Ottawa Electric*MORRISBURG AND OTTAWA ELECTRIC RAILWAY
SHAREHOLDERS' MEETING

MORRISBURG AND OTTAWA ELECTRIC RAILWAY CO.Co.

SHAREHOLDERS' MEETING

A general meeting of the shareholders of the Morrisburg and Ottawa Electric Railway Co. will be held in the Town Hall, Ottawa East (a short distance from the Elgin St. car) on Tuesday evening, March 21st. at 7.30

It is desired that every shareholder who possibly can be present.

A limited number of the shares of the Capital Stock are still available, and it is expected all will be sold previous to this meeting. Parties wishing to obtain shares or increase their present Holdings can do so with any of the following parties:

J. McFarlane, 120 Bank St., Ottawa, Ont.

H. McDonald, 36 York St., Ottawa, Ont.

E. J. Laverdure, 71. William St., Ottawa. Ont.

Henry Allen, , 145 Greenfield Ave., Ottawa, Ont.

J. C. Tully, 14 Nicholas St., Ottawa. Ont.

H. A. Pearson, Alexandra Hotel, Ottawa, Ont.

Robt. Stewart, Kenmore, Ont.

V. H. Fetterly, Morrisburg, Ont.

W. C. Strader, Williamsburg, Ont.

Jas. W. Bogart, Morewood, Ont.

J. H. Loughridge, Morewood, Ont.

Calvin Munro, Chesterville, Ont.

C. B. Taggart, 341 McLeod St., Ottawa, Ont..

J. McFARLANE, President.

R. A. BISHOP, Secretary.

(This meeting for Shareholders only).

This notice also appeared in the Ottawa Journal on 15 March 1911

20/03/1911 *Ottawa Journal*

Morrisburg and Ottawa Electric

ANNUAL MEETING

of Ottawa and Morrisburg Electric Ry. Creating favorable Interest

With more than ordinary interest the progress in the organization work connected with the new proposed Ottawa and Morrisburg Electric Railway Co. is being observed. The annual meeting of the shareholders takes place tomorrow evening in the Town Hall in Ottawa East, when a very large attendance is expected. To those acquainted with the advantages to be derived from the construction of this line the success which is marking the efforts of the company in getting preliminary arrangements under way is most encouraging, and the further work of the company will be watched with very great interest.

27/03/1911 *Ottawa Journal*

Morrisburg and Ottawa Electric

Advertisement. Offering of shares will close in a few days.

30/03/1911 *Merrickville Star-Chronic* *Morrisburg and Ottawa Electric*

Work on the Ottawa and Morrisburg electric railway will commence as soon as the spring opens up.

29/06/1911 *Kemptville Advance* *Morrisburg and Ottawa Electric*

The organization of the Morrisburg Ottawa Electric railway will proceed as usual in spite of the death of the late John McFarlane, president of the road, says the Ottawa Free Press. Mr. W. H. Fetterly of Morrisburg who was vice-president of the road will automatically step into Mr. McFarlane's position. A meeting of the provisional directors will be held next week to settle arising from the death of the late president. Mr. B. A. Bishop, secretary, will probably carry on the work of organization. It is understood that before Mr. McFarlane died he had the necessary amount of capital \$120,000 subscribed, and the work on the railroad can be started at any time.

20/07/1911 *Ottawa Citizen*

Morrisburg and Ottawa Electric

HAVE LOTS OF MONEY

Outlook Good for Ottawa and Morrisburg Electric Ry.

The Ottawa and Morrisburg Electric railway has now \$135,000 worth of stock sold. All that is required for organization purposes is \$125,000 so there is \$10,000 to the good. The organization meeting will be held at Morewood July 28. At present the head office of the company is in Morewood but it will be changed to Ottawa shortly after (the annual meeting).

There is now only routine before actual construction can be begun and it is expected that a very substantial start will be made this year.

The company has to get the ratepayers of Ottawa to vote permission for the railway to come in over the city streets to Ottawa East but the directors have decided not to submit the bylaw at the same time as the others, because there are to be so many to be voted on at that time.

04/08/1911 *Eastern Ontario Review* *Morrisburg and Ottawa Electric*

Morrisburg Electric Railway

At a meeting of the new board of directors of the Morrisburg and Ottawa Electric Railway at their offices 248½ Albert St., Ottawa on Wednesday, the following officers were elected:- President, James Oliver; vice-president, Ald. W.J. Campbell; secretary treasurer, R.A. Bishop. The secretary was deputed to look into details regarding right of way and cost of construction. The company expects to begin work this fall.

Shareholders meeting soon

The Morrisburg and Ottawa Railway proposition.

While surveying has been done, actual construction work on the proposed Morrisburg and Ottawa Electric Railway has not been started. A meeting of the men who have subscribed, or promised to subscribe, to the enterprise will be held sometime within the next two months, when plans will be discussed for raising the necessary capital.

The Journal understands the proposal at first was to have a capitalization of \$138,000, made up of shares at \$100 each, and that so far \$27,600 has been raised through two calls of \$10 each being made to the stockholders.

The Journal has been asked to ascertain what has been done with this \$27,600.

Mr. Robert Bishop, secretary - treasurer of the company, when seen at the office in the Canada Life Building, Sparks St., took the ground that no one but the president of the company, Mr. J. Oliver, was authorized to make any statement pertaining to the company's finances.

Mr. Oliver when questioned said: "Survey work has been done, but no actual construction work. I do not think it would be opportune at this time to make any statement as to where the money has gone. If any of the stockholders want information they can get it by applying at the property proper quarters, but I have nothing for publication."

Mr. Oliver was told certain parties wanted to know what had been done with the money so far paid in, but said "he had nothing to say regarding this."

He was also given an opportunity to say where the rolling stock would be purchased and whether the stockholders had determined definitely what part of Ottawa East or other portions of Ottawa their terminus in the city would be in. He did not care to discuss this, merely stating that a meeting would be held within the next two months to talk over matters.

01/08/1912 *Chesterville Record* *Morrisburg and Ottawa Electric*

A special general meeting will be held at 79 Laurier Street on August 29.

Some trouble arose some time ago over an account of the late John McFarlane, who had collected subscriptions for the company. The deceased would sell stock, collecting the money for a month and placing it to his own account before turning it over at the end of that period to the secretary treasurer of the company. After his death he had a small sum of money credited to him and a some misunderstanding arose between his executors and the company as to how this should be credited.

This trouble was settled some time ago - his executors do not claim the money.

There are understood to be three proposals as regards the road's entrance into the city, one of which will be decided upon. The financial position of the company is good and there appears no reason why an early start should not be made. Incidentally the construction of the new road may solve a problem which has been perplexing members of the publicity bureau, the securing of transportation facilities to factory sites in the southern and eastern parts of the city, although the secretary of the company would not discuss this when seen.

Mr. James Oliver of Ottawa is the President of the Morrisburg and Ottawa Electric Railway Company and the head office is now in Ottawa, having recently been transferred from Morewood.

05/09/1912 *Kemptville Weekly Advance* *Morrisburg and Ottawa Electric*

Morrisburg and Ottawa Railway

A meeting of the directors of the Morrisburg & Ottawa Electric Railway was held in Ottawa Wednesday, and was attended by Messrs. J.F. Ault and J.A. Campbell, two of the provisional directors of the old company. Mr. Ault says some of the best men in Canada are in the new company which will have plenty of capital, and he was assured that an early start would be made in the construction of the road. The first portion to be built will be between Ottawa and Morrisburg, Winchester being one of the principal points to be touched.

06/09/1912 *Eastern Ontario Review* *Morrisburg and Ottawa Electric*

New Electric Railway

It begins to look as though the Ottawa-Morrisburg Electric railway Co. directors do not look favorably upon the offer of their rivals, the Ottawa, St. Lawrence Electric Railway to buy them out, giving them share for share in the latter company for their holdings in the former one.

At least, the Morrisburg Co. held its meeting today at 79 Laurier Ave. West and no steps were taken towards accepting the St. Lawrence Co.'s offer as contained in a letter written a couple of months ago.

"We would not take action in any case" said a director today, till every shareholder was consulted. As many of these live out in the country it will take some time to get their opinion. Meanwhile the offer stands. The directors are inclined to think, anyway, that the offer of share for share is not good enough.

The New Directors

The three new directors elected were J.G. Kilt, R.J. Biggars and J.W. Bogart, of Morewood, Ont., the total number of directors now being seven instead of five, as R.A. Bishop, sec-treas of the company who was also acting as a director, resigned the latter office in order to retain his secretary-treasurership

The Big Possibility

The new Ottawa and St. Lawrence electric road, should it decide to build all the lines for which it has a charter will achieve a connection of Ottawa and Montreal by electric railway.

The present company has a charter for a line from here direct to Morrisburg. Then east along the St. Lawrence, it has a charter for a spur line to the edge of the province of Ontario.

The point in question is a very few miles from the City of Montreal and the Montreal Tramway Company have a charter for a line from Montreal city to that point. Indeed a considerable portion of the Montreal line in question is already built.

It is thought that once the Morrisburg is built, with the connection proposed from here to Cornwall, the twenty odd miles between the two lines will be connected. Each will in all probability arrange for running rights over the other line. Thus the people of Ottawa and the people of Montreal would have a direct connection with each other by electric railway.

That such a connection would have an important effect on the Montreal-Ottawa traffic there can be no doubt. Several other instances prove that once two cities are connected by electric railway the steam railways lose most of the passenger traffic. In the State of Washington, although Seattle and Tacoma have several steam roads, the great bulk of the traffic is carried by the electric road because of the greater comfort, less dirt, the more frequent service and the more frequent stops, people nearly always prefer the electric car trip. In addition the difference in time is not so great as to be a factor - Free Press

Go Over the Road

The directors of the proposed Morrisburg and Ottawa Electric Railway, in two autos came in town Monday afternoon, inspecting the surveyed route throughout, with which they exoressed themseves as well pleased. They took a trip to Waddington and it is reported they have interested some Americans in the enterprise. One of the directors informed The Leader that sufficient capital is now available to build the road to Metcalfe, but thhe directors prefer to more fully caoitalise it before making a start, and in this respect everything looks cherry [sic], as many Ottawa caoitalists hae signified their willingness to take stock.

The party included J. Oliver, J.G. Kilt, R.W. Bishop, R.J. Bigger, George Kelly, J.W. Hogart and W.O. Strader

On Monday afternoon, president Oliver and directors Rilt, Bigger, Bogard, W.C. Strader, with secretary J.R. Bishop and solicitor Kelly, of the Morrisburg & Ottawa Electric Railway, came out from Ottawa by autos en route for Morrisburg. While here W.C. Strader directed them to the east end of the village where the survey of the proposed line is to go. On their way from the capital they followed the route of the proposed line as near as possible. The officers of the undertaking seem pleased with the proposed route and are determined to push the construction as soon as possible.

On Monday afternoon of last week president Oliver and directors Rilt, Biggar, Bogard with W.C. Strader, with secretary J.R. Bishop, and solicitor Kelly of the Morrisburg and Ottawa Electric railway came out from Ottawa by autos en route for Morrisburg. On their way from the capital they followed the route of the proposed line as near as possible. The officers of the undertaking seem pleased with the proposed route and are determined to push the construction as soon as possible.

START WORK IN MAY NEXT

Construction Morrisburg and Ottawa Line.

At the annual meeting of the Morrlsburs and Ottawa Electric Railway company, held in St. Patrick's hall yesterday afternoon, officers and directors were elected and it was decided to commence work on the new road next May.

There was a large attendance at the meeting and everybody appeared sanguine in regard to the prospects of the road. The following aec the directors for 1912: Messrs. J. Oliver, J. O. Kilt, R. K. Reardon. J. W. Bogert of Morewood; V. C. Strader of Williamsburg; Hector McDonald and R. J. Biggar of Ottawa. The new officers are: President J G. Kilt; vice-president, Hector McDonald; secretary-treasurer, R. A. Bishop. Mr. G. D. Kelley will be legal representative and Mr. G. L. Blatch auditor of the road. The financial statement showed sufficient funds ready for a start and every thing in good shape.

According to the charter the line is to be run from Ottawa to Morrisburg. The proposed route will take in Leitrim, South Gloucester, Greely, Metcalfe, Ormond, Winchester, Winchester Springs. Williamsburg and Glen Becker, but it may be varied while the matter of entrance in the south part of the city has yet to be definitely announced. The distancese is 47 miles and gasoline electric cars will probably be utilized.- President King having seen them in operation In Ohio and Indiana.

The matter of awarding the contract for the road's construction has yet to be dealt with but there is no doubt an early start will be made.

Morrisburg and Ottawa Line

Construction Work on this Electric Line to Commence May Next

(see Ottawa Citizen 9 october 1912)

BEGIN WORK NEXT MAY

On Construction of Morrisburg and Ottawa Electric Railway (Ottawa Journal)

The construction work on the Morrisburg and Ottawa Electric Railway will be commenced next May, though the contract has not yet been let. This decision was arrived at yesterday when the annual meeting was held in St. Patricks Hall and the officers and directors were, elected.

There was a thoroughly representative gathering at the meeting and all appeared sanguine in regard to the prospects of the road. The proposed route which will be from Ottawa to Morrisburg, will embrace Leitrim, South Gloucester, Greeley, 'Metcalfe, Ormond, Winchester, Winchester Springs, Williamsburg and Glen Becker.

The distance is about 45 mile and the cars that will probably be used are the gasoline elesctc, the same that are operating in Indiana and Ohio. The following an the directors for 1912 : Messrs.. Oliver, J. O. Kilt, R. B. Reardon, J. W. Bogart, of Morewood ; W. O. Strader, of Williamsburg ; Hector McDonald and R. J. Biggar, of Ottawa. The new officers are: President, J. G. Kilt; vice-president, Hector McDonald; secretary-treasurer R. A. Bishop. Mr. G. D. Kelley will be legal representative and Mr. G. L. Blatch auditor of the road.

Will Build Railway

At the annual meeting of the Morrisburg and Ottawa Electric Railway company, held in St. Patrick's Hall yesterday afternoon, officers and directors were elected and it was decided to commence work on the new route next May.

--details of attendance --

According to the charter the line is to be run from Ottawa to Morrisburg. The proposed route will take in Leitrim, South Gloucester, Greely, Metcalfe, ormond [sic], Winchester, Winchester Springs, Williamsburg and Glen Becker but it may be varied while the matter of entrance in the south part of the city has yet to be definitely announced. The distance is 47 miles and gasoline electric cars will likely be utilized. Pres. King having seen them in operation in Ohio and Indiana.

The matter of awarding the contract for the road's construction has yet to be dealt with but there is no doubt an early start will be made.

A large staff of engineers is in the field on the survey of the Morrisburg and Ottawa Electric Railway Company. This will make the fourth survey run through as the directors are desirous of securing the very best route and grades possible. Plans and profiles are being prepared and tenders will be called for grading very shortly.

The company found that the increased business taxed the old offices and are now moving in their suite in the Canada Life Building, Sparks Street about November first.

Every effort is being put forward to have construction work commence in April next or earlier if conditions permit.

Surveyors. Busy.

Surveyors for the Morrisburg and Ottawa Railway have finished work as far as Metcalfe and will have reached the city by the beginning of next week. It is proposed to survey from here to Chats Falls next if weather permits.

Morrisburg - Ottawa Ry

Street Railway Committee Will Recommend Granting of Rights.

Ottawa is soon to have another railway and the intention is to begin construction work in March next.

Last night Mr J.G. Kilt, Mr G Kelley, Barrister, and others representing the Morrisburg and Ottawa Railway waited on the Street Railway committee, and after a lengthy discussion the latter decided to recommend granting them running rights on certain city streets for a period of 15 years, practically on the same terms as the Street Railway.

They will pay the city at the rate of \$450 per mile, where they travel on unpaved streets, \$1,000 a mile where thoroughfares are paved, and also 10% of revenue on business within the city limits.

The new line will be a single track, and will enter the city east of Bank Street, proceeding along Riverdale to Main Street in Ottawa East, and along to the Rideau Canal.

Messrs. Kelley and Kilt told the committee that all they wanted were running rights on the streets, and explained that if the matter did not go through at once there would not be time to advertise the by-law for the necessary three weeks, thus possibly meaning a delay of another year.

The original request was for running rights for 15 [sic] years, but Ald. F. Desjardines explained that, while he was favorable to granting the request he was opposed to 15 years, saying Ottawa ratepayers were not in favor of granting charters for long periods. He saw the possibility of the city some day, perhaps, wanting to buy out street railways, and he did not think rights for 25 years should be allowed.

Ald. Ault and Hogg favored granting the request, but opposed undue haste. They refer to the arrangements that the city has practically made with the Street Railway company as to laying tracks in that part of the city before long, and thought it might be advisable to first consult them on the matter.

Mr. Kilt reminded the committee that when the Ottawa and New York, and the Grand Trunk Railways entered Ottawa they were given bonuses, whereas all the Morrisburg and Ottawa Railway company was seeking was running rights which were only equal rights with other concerns.

Those present were: Aids. Forward, chairman, Slinn, Ault, Hogg, Desrosiers, Desjardines and Campbell

09/12/1912 *Ottawa Citizen*

Morrisburg and Ottawa Electric

RATEPAYERS TO DECIDE QUESTION

As To Whether Suburban Railway Should Enter City at South End.

The board of control for two hours this morning discussed the application of the Morrisburgh and Ottawa Railway for an entrance into the city and rights to run along Riverdale ave and Main street to the proposed site of the terminal station. It was finally decided to submit a bylaw to the ratepayers to give the railway entrance into the city to a terminal point on Riverdale avenue, not more than two hundred feet east of Bank street.

The question of rights along Riverdale and main will be discussed by the board this afternoon.

The Ottawa Electric Railway Company was represented by Mr. L. Travers Lewis, K.C., and the other company by Mr. G. D. Kelley, of Ewart, Scott, Maclaren and Kelley. Mr. Lewis pointed out that the Morrisburg charter has been in existence since 14th April, 1908, and the time for commencing its construction has, on the application of the company to the legislature, been twice extended, no construction work having been begun thereon, although the charter has been in existence for 4 1-2 years. The present applicants are only the owners at present of a paper charter. The Ottawa Electric Railway Co. has already agreed with the city to build and operate a double-track extension of its line southerly along Main street and Riverdale towards Billing's bridge, as soon as the Pretoria avenue bridge is built across the canal. This is the route that the Morrisburg Company is now seeking authority to appropriate. By the Morrisburgh and Ottawa Company's own charter, as obtained by themselves in 1910, that company took power from the legislature to "arrange and contract with any existing railway company for running arrangements from a point in or near the city of Ottawa to and into the said city." This application is both a bold one and premature. It will be time enough to consider the Morrisburgh Company's requirements as to access within the city limits when it has been shown its bona fides in a substantial way by building its line in whole or in part. The application is premature when made by paper-charter holders only.

Moreover, the Ottawa Electric Company's charter rights will expire in 11 years, and the Ottawa company are thus at present merely the predecessors in title of the city of Ottawa, who will then doubtless own and operate the Ottawa Street Railway as a municipal institution. It would be unwise, therefore, for the city to tie itself up with the Morrisburg and Ottawa promoters, unless and until that line was ready to come into Ottawa. When that time arrives, some years hence no doubt, the city of Ottawa can and will no doubt afford every reasonable access at the city limits, but it would be unwise to grant any suburban line rights on the streets of Ottawa in view of the prospective proprietorship of the Ottawa lines by the city.

If the Morrisburg and Ottawa should build up to the city limits, and then make application (as provided in their own charter) to the Ottawa Electric Railway for running rights, the Ottawa Electric will then be quite willing to make the same arrangement with the Morrisburg company for running rights as the Ottawa Electric offered to the Hull Electric in 1896, namely, to allow the suburban company's cars to be run through on the Ottawa Electric Company's tracks, on reasonable terms, provided the car crews are changed at the city limits, since the Ottawa Electric would have to bear the responsibility for the proper operation of the cars in the city of Ottawa.

MR. KELLEY'S ARGUMENT.

Mr. Kelley contended that all the company asked was permission to come into the city. If the O. E. Railway Company did not build on Riverdale avenue and Main streets, his company wanted permission, and was willing to agree to make an arrangement for running rights with the O. E. Railway. If the other company built the lines, his company wanted the same running rights as it would be willing to offer. Con. Wilson suggested

that the city might build a line on Riverdale and Main streets and give running rights to any company. It was finally agreed on motion of Cons. Parent and Wilson to submit the bylaw for entrance to a point of Riverdale avenue not more than two hundred feet east of Bank street.

Con. Hinchey made a subsequent motion to give the Ottawa Electric Railway Company the right to build its line on Riverdale avenue and Main street on condition that It would allow other companies running rights on terms to be arranged. This motion will be taken up this afternoon.

NEW ELECTRIC RAILWAY TO ENTER CITY STREETS

Board of Control Decides in Favor of Submitting By-Laws to People

Authorizing Use of Ottawa Streets by Morrisburg and Ottawa Electric Railway With Terminal Line in Riverdale Avenue - May Use of Street Railway Tracks.

"That a by-law be submitted to the ratepayers at Ottawa to give permission to the Ottawa and Morrisburg Electric Railway to enter the city of Ottawa at a terminal point on Riverdale avenue not more than 200 feet east of Bank street."

The Board of Control members at a meeting this morning passed the above recommendation [sic] to council.

The application the company is making was discussed fully and the above resolution was carried and will be sent on to council as a recommendation.

All the members of the Board were on hand; Messrs. Travers Lewis, and J.D. Fraser represented the Ottawa Electric Railway Co and Messrs. J. O. Kilt and Kelley, barrister, the Morrisburg and Ottawa Railway Co.

Addressed by Mr. Kelly.

Mr. Travers Lewis, K.C. solicitor for the Ottawa Street Railway Co, said: "We are willing to be fair and to give the company the same rights as we were willing to give the Hull Electric Railway Company some years ago. I may say that frankly I think it will be some years before the company is knocking at the city's door."

Mr. Kelley, solicitor for the Morrisburg and Ottawa Railway said that they intended to start building operations at this end and that was why they wanted the question of entry to this city and running rights settled. "We want to be able to say to our bondholders that we have the question of entry into the City settled. It is the people of Ottawa that say whether we can get into the city of Ottawa, and that is why we want to have them vote on this matter."

Many questions were asked and answered.

Mr. J. O. Kilt: "All we want you people to do is, irrespective of your opinion, to submit the matter to the ratepayers."

Mr. Kelley entertained doubts as to whether the Ottawa Street Railway Co. (their charter having only eleven years to run would be inclined to make many more extensions.

Controller Parent suggested the company's agreement to a proposition "to enter this city at a point to be settled by the city." He thought that would properly protect the rights of the ratepayer. He said: "We cannot dictate to the Ottawa Electric as their charter has eleven years to run yet, but we can dictate to a new company."

Mr. Lewis said that he felt that the petitioning company was trying to get the city to give them rights that legally they could not exact from the Ottawa Street Railway.

Controller Wilson: "We will not give you rights to build on city streets. I feel that as regards, some extensions we should give the Ottawa Street Railway Company the privilege of building them and if they do not, I think the city should make those extensions."

Mr. Lewis said his company wanted to stand outside of legal technicalities but he thought that they should be given the first chance to build the proposed extension on Riverdale avenue, - that is prior to any other company.

Controller Parent moved a resolution to the effect that the company be permitted to enter Ottawa at point to be decided on by the city.

Controller Wilson moved, in amendment, a resolution to allow the company to enter the city at some point north of the Rideau River, but that they do not be allowed to lay track on any city streets, and that if by the time they have started building operations and are ready to enter the city, if the Ottawa Electric Railway Co. has not made the necessary extensions, the city proceed to work them and give both companies running rights over them.

Mayor Hopewell said he thought that there should be an agreement whereby once the company got their line built to the city limits that they should get running rights within the city limits.

Controller Parent changed his motion to read: "At a terminal point not more than 200 feet east of Bank street." Controller McClenaghan seconded the motion which was carried.

A resolution was proposed on motion of Controller Hinchey to submit a by-law to the electors to give the Ottawa Street Railway Co, authority to make certain extensions in Ottawa East and Ottawa South, other companies to be given rights to run over the same. This work would be done as soon as a bridge over the canal at Pretoria avenue or some other street is built.

This resolution did not get a seconded and so was not voted on; but it will likely be further discussed at a session of the Board this afternoon.

10/12/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric*

RAILWAY ADMISSION BYLAW TO RATEPAYERS

Council Refers Morrisburg and Ottawa Application to Vote Of the People.

That a bylaw be submitted to the people on the question of granting the Morrisburg, and Ottawa Railway an entrance into the city was the decision of the city council last night, when the council unanimously adopted a report of the board of control to this effect.

The board's recommendation read, "that a by law be submitted to the ratepayers to give permission to the Ottawa and Morrisburg Electric Railway Company to enter the city of Ottawa at a terminal point 200 feet east of Bank street." This was carried unanimously and without discussion.

This last clause was put in the report at the request of the Morrisburg and Ottawa Railway, the O.E. Railway Company having, as yet, made no application, as its extension along these streets depends on the construction of the proposed bridge over the canal at Pretoria avenue. As soon as this bridge is completed the O. E. Railway has promised to extend.

The city council also dealt with a further recommendation of the board of control that a bylaw be submitted to the people "authorizing the Ottawa Electric Railway Company to lay tracks, and operate its railway on Bank street, southerly to its intersection with Riverdale Avenue, and on Riverdale Avenue, Main street, and Hawthorne Avenue, on condition that the city reserve the right to grant other companies the privilege of operating cars on said lines on terms to be agreed upon between said Companies and the city." This motion was carried unanimously and without discussion.

11/12/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric*

HURDMAN FARM SOLD

Valuable Property Changes Hand at \$60,000.

Messrs. J.H. Baldwin and R.H. Crain have sold the Robert Hurdman farm near Billings Bridge for \$60,000. It has been purchased by a syndicate headed by Mr. Robert Hurdman and composed of a number of outside capitalists. The farm has about 100 acres, running down to the Rideau river, some distance east of Billings Bridge. It is an excellent farm for subdivision purposes, being level throughout. The Morrisburg and Ottawa Electric Railway will probably run close to it.

That a by law be submitted to the people of Ottawa on the question of granting the Morrisburg and Ottawa Railway an entrance into the city was the decision of the city council unanimously adopted a report of the board of control to this effect.

The board's recommendation read "that a by law be submitted to the ratepayers to give permission to the Morrisburg and Ottawa Electric Railway to enter the city of Ottawa at a terminal point 200 feet east of Bank Street" This was carried unanimously and without discussion.

This last clause was put in at the request of the Morrisburg and Ottawa Railway, the OER having, as yet, made no application, as its extension along these streets depends upon the proposed bridge over the canal at Pretoria Avenue. As soon as this bridge is completed the OER has promised to extend.

The city council also dealt with a further recommendation of the board of control that a by law be submitted to the people "authorizing the Ottawa Electric Railway to lay tracks, and operate its railway on Bank Street, southerly to its intersection with Riverdale Avenue and on Riverdale Avenue, Main Street and Hawthorne Avenue, on condition that the city reserve the right to grant to other companies the privilege of operating cars on such lines on terms to be agreed upon between the Companies and the city". This motion was passed unanimously and without discussion.

19/12/1912 *Ottawa Citizen**Morrisburg and Ottawa Electric*

Morrisburg and Ottawa Ry.

The directors of the Morrisburg and Ottawa Electric Railway Company held a meeting at the company's office in the Canada Life Building, Wednesday (18/12) afternoon. It was decided to send a circular letter to the ratepayers asking co-operation in carrying the electric railway bylaw. There are tenders in for poles, wires, etc., and in a week or two, when the engineer's report is finally ready, tenders for construction will be invited. All preparations are being carried through with a view of commencing construction early in April. Those present at the meeting were J. G. Kilt, president; R. J. Biggar, J. W. Bogart, Morewood; R. E. Keardon and W. C. Strader, Williamsburg. The company will shortly invite tenders for six cars.

19/12/1912 *Ottawa Journal**Morrisburg and Ottawa Electric*

Directors encouraging rate payers to approve by-law--

There are tenders in for poles, wires etc. and in a week or two, when engineer's report is finally ready, tenders for construction will be invited. All preparations are being carried through with a view of commencing construction early in April.--

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02/01/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

..there are three other by-laws:--- one to allow the Morrisburg and Ottawa Electric Railway to enter the city,

04/01/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

THE MORRISBURG RY. BYLAW.

The Morrisburg and Ottawa Electric Railway Company desire civic consent to the entrance of its lines into Ottawa East, with a terminal point on Riverdale avenue two hundred feet east of Bank street. There is no good reason why this request should not be granted. On the contrary, the railway proposed will be a distinct advantage to Ottawa in many ways, giving access to a territory now quite out of range. A careful reading of the bylaw and a consideration of its probable benefits must result in favorable action..

07/01/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

The Morrisburg and Ottawa railway and the Ottawa Electric railway bylaws were carried by overwhelming majorities. The first is to give the Morrisburg and Ottawa Electric railway right to enter the city at a point on Riverdale avenue near bank. On this the vote stood 10,099 for and 1,030 against

28/02/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

Morrisburg & Ottawa Railway.

The directors of the Morrisburg and Ottawa Electric Railway held a meeting on Wednesday afternoon. After passing accounts and routine business a report was made by the president relative to a trip of inspection recently made. It was also decided to instruct the engineer to prepare specifications and form of tender and advertisement calling for tenders for construction. Mr. A. H. Coplan was elected to fill a vacancy in the board. Mr. R. J. Biggar was elected vice-president. Those present at the meeting were J. G. Kilt, president; R. J. Biggar, vice-president; Jas. Oliver, R. E. Reardon, W. C. Strader, J. W. Bogart, Geo. D. Kelley, solicitor, and R. A. Bishop, secretary.

19/03/1913 *Ottawa Journal**Morrisburg and Ottawa Electric* *Brockville*

BROCKVILLE WANTS ROAD

Morrisburg and Ottawa Electric Ry. May be Extended There.

Brockville, March 19. (Special). J. O. Kilt, of Ottawa, president of the Morrisburg & Ottawa Electric Railway, met Mayor MacKenzie, the members of the town council, and the council of the Board of Trade in reference to the possibility of extending the proposed line from Morrisburg westward to Brockville.

He outlined the project and explained that he did not wish to make any hard and fast agreement to have the town commit itself to any particular plan, but simply to ascertain if the representative business men favored the idea of having an electric railway coming into the municipality. If they approved of it then the representatives of the town and the railway might meet later on to discuss the proposition, with a view to making an agreement mutually agreeable.

The Brockville men were unanimously in favor of the project, and appointed a strong committee to confer with the company in formulating a definite proposition for submission to the ratepayers. The M. & O. Electric Railway has an agreement with the Hydro-Electric Commission of Ontario for power supply. It is expected that construction work on the line will be started in May, and that in two years' time it will be practically finished.

Whilst Brockville itself could not support an electric railway it is felt that the town would be benefitted greatly by being part of an interurban system such as proposed.

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27/03/1913 *Morrisburg Leader**Morrisburg and Ottawa Electric*

Williamsburg Council

Pursuant to adjournment, the council met at Barkley's hall, Bouck's Hill on Saturday the 22nd day of March. Members all present.

A resolution was passed to the effect that the council submit a bylaw to the ratepayers of the municipality, granting a bonus of one thousand dollars for each mile of road constructed in the municipality, to be invested in stock of the company, to the Morrisburg and Ottawa Electric Railway. The bylaw to be prepared by the company and submitted to the council for approval. The expenses incurred in submitting the bylaw to be paid by the company.

08/04/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

TO VOTE ON BONUS

Bylaw to be Submitted to Help Morrisburg Electric.

That a bylaw be submitted to the ratepayers of the township of Gloucester, granting the Morrisburg and Ottawa Electric Railway a bonus of \$1,000 a mile, the grant not to exceed \$10,000, was the action of the Gloucester township council at the regular monthly meeting held yesterday in the town hall. Billings Bridge. It was further decided to empower Messrs. Kelley and George McLaurin, the solicitors for the company and the township respectively, to prepare the bylaw which will in all probability be submitted to the ratepayers at an early date. If the road in running through the township is laid in a straight line the distance would only be about nine miles. From what can be learned it is understood that the ratepayers are in favor of having the road through the township and there is no doubt but that the bylaw will pass with a big majority. The company has agreed to pay all expenses of laying the question before the people. A full council was present.

11/04/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

Possibility of extending the line to Charleston lake via Athens.--

24/04/1913 *Morrisburg Leader**Morrisburg and Ottawa Electric* *Athens*

Athens Reporter: The meeting of municipal representatives called for Friday last proved to be somewhat of a fizzle. The business was to discuss the project of extending the Ottawa and Morrisburg railway from Brockville to Charleston Lake via Athens, but the promoter of the line, J.G. Kilt, failed to put in an appearance, and has since, so far as we have been able to learn, given no reason for his absence. However the matter was considered by those present, and when Mr. Kilt does arrive he will find all parties interested in a better position to judge of the merits of the proposal.

07/05/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

WILL BUILD OTTAWA SOUTH LINE IF O.E.R. WILL NOT

Morrisburg and Ottawa Electric Railway Again Makes Overtures to Board of Control.

The Morrisburg and Ottawa Electric Railway Company is willing to construct car lines and operate a street car service in Ottawa South. The Board of Control yesterday was discussing the Queen street tracks and the street railway extensions, and with reference to the question the following letter to the board from the solicitor of the company was read: "In view of the position taken by the Ottawa Electric Street Railway Company as to the extension of its line of railway to Ottawa South, we would ask your board to be good enough to consider the application of the Morrisburg and Ottawa Electric Railway Company for running rights on Riverdale avenue and on other streets in Ottawa south.

"When this application was last dealt with, strong objection was raised by the Ottawa Electric Street Railway Company that the M. and O. E. R. Company if allowed to build on such streets would interfere with lines to be constructed by the O. E. Ry. Company.

"Should the position of the O. E. R. in regard to its extension be altered we would ask that our request be borne in mind in the making of any new agreement"

22/05/1913 *Ottawa Journal**Morrisburg and Ottawa Electric* *Ottawa, Billings Bridge*

A party of surveyors in the interests of the Morrisburg and Ottawa Electric Railway started work at Billings Bridge last week and are about seven miles out the Metcalfe road working now.

23/05/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

It was stated this morning by Mr. J.G. Kilt, president of the Morrisburg and Ottawa Electric Railway that the contract for the construction of their line into Ottawa had been given to the Reliance Contract Company of Chicago.

It is understood they will furnish all cars and that the line will be operating from South Gloucester by October.

The Hydro Electric are under bond to provide power.

To the Electors of Winchester Township, Dundas County, Osgoode Township, Carleton County, Russell Township, Williamsburg Township, Dundas County:

In order to avoid misunderstanding, the Morrisburg & Ottawa Electric Railway Company begs to notify the Electors in the above townships that they have no interest either directly or indirectly in any bylaws that it is proposed to submit in any of the above townships relating to the construction or operation of an electric railway. At a later date the Morrisburg & Ottawa Electric Railway Company proposes to submit certain bylaws in connection with its line of railway. At present the Company has entered into a contract providing for construction work being commenced, and until such work is actually commenced, no bylaws will be laid before the electorate.

Dated at Ottawa, May 28th, 1913

By order of the Board of Directors

R. A. Bishop

Secretary

The Morrisburg & Ottawa Electric Railway Company

Also in the edition of 5 June 1913

19/06/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

TAKE NOTICE that a Special General Meeting of the Shareholders of the Morrisburg & Ottawa Electric Railway Company will be held at the office of the said Company, Canada Life Building in the City of Ottawa, on Monday the 23rd day of June 1913, at the hour of 10.00 in the forenoon, for the following amongst other purposes:

1. The consideration of a certain resolution passed by the Board of Directors of this Company approving of and authorizing the execution of a contract with the Reliance Contracting Company Limited providing for the construction of part of the line of railway authorized to be built by this Company.

2. The consideration of the course followed by the Directors of this Company in regard to proceeding to submit bylaws to different Municipalities through which the line of railway of this Company will pass.

Dated at Ottawa this 9th day of June A.D., 1913.

R. A. BISHOP, Secretary,

the Morrisburg & Ottawa Electric Railway Co..

24/06/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

MORRISBURG & OTTAWA ELECTRIC RAILWAY COMPANY.

Notice to Contractors.

The Morrisburg & Ottawa Electric Railway Company desires to receive tenders for construction of ten miles of its line of railway, commencing from the city of Ottawa and extending in the direction of Morrisburg; such tenders to be based on the company plans and specifications.

Tenders will be received up to and including the 8th day of July, 1913, and the plans and specifications for proposed work can be inspected at any time up to the said date at the office of the Morrisburg & Ottawa Electric Railway Company, Canada Life Building, Sparks street, Ottawa.

Dated at Ottawa this 23rd day of June, A.D. 1913.

Ewart, Scott, McLaren & Kelly.

R. A. Bishop, Secretary.

Also in the Ottawa Journal same date

07/07/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

SHAREHOLDERS PAY MONEY

Morrisburg and Ottawa Railway Troubles May Disappear Now.

The troubled affairs of Morrisburg and Ottawa Electric Railroad brightened somewhat this morning when the fifth call for money on the original purchase of shares in the new road was readily forthcoming.

Mr. J. G. Kilt, president of the road, stated that he was still firm in his conviction that a rival road was attempting to gain control of the Morrisburg and Ottawa stock.

He had little to say other than to announce that it was unlikely that outside or rival magnates would secure a controlling interest in the road

08/07/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

SCRIVENS VERSUS KILT.

Editor Citizen: The shareholders of the Morrisburg & Ottawa Electric Railway have no doubt read with a great deal of satisfaction the statement of the president, Mr. J. G. Kilt, in which he says that tenders are being called for the construction of the road. Mr. Kilt would make it appear that this was the original intention of the board of directors. However, it might be pointed out that a meeting of the shareholders of the company, held some days previous to the meeting at Huckell's Hall, was called by the president for the purpose of awarding the contract to a company without calling for tenders at all. At this meeting Mr. Kilt explained that since calling the meeting, the company, which had made the offer to build the road, had withdrawn that offer, and consequently nothing could be done.

It was then that Mr. Kilt was asked if he thought it was a good plan to award a contract without calling for tenders.

The president became very indignant at this and abused the shareholders who asked the question in his usual manner. The shareholders thought that they were hardly called upon to take abuse from the president in this way and further that if he took the view as he expressed it there, as opposed to calling for tenders, it would be seriously against the best interests of our company. It was only after this meeting when the shareholders took exception to letting the contract, without calling for tenders, that the directors proceeded to advertise for tenders.

Mr. Kilt says there were officials at the meeting at Huckell's Hall of a syndicate which has a charter for running a line in the neighborhood of our line. I certainly did not know of any such officials and if there were any there, they did not in any way use their influence in any direction to benefit their syndicate.

Mr. Kilt says, that he has discussed the question of buying cars from the Ottawa Car Company. The manager of the Ottawa Car Works tells me that he has had no discussion with Mr. Kilt in this connection.

W. E. SCRIVENS..

09/07/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

TRYING TO GET CONTROL

Outside Parties Said to be Trying to Get Hold of Morrisburg and Ottawa.

A special meeting of the directors of the Morrisburg and Ottawa Electric railway to consider tenders for the construction of the new road has been called for this afternoon. It is likely that the contract for the new road will be let at this meeting.

Regarding the recent statement of an officer of the road alleging outside interests were not attempting to secure control of the Morrisburg and Ottawa, Mr. J. G. Kilt, president of the road, said: "I know for a positive fact that outside interests are trying hard to get control of our road. I can truthfully tell you that the directors of the road will stand behind their guns, and will carry their enterprise to a successful termination."

President J.G. Kilt of the Morrisburg and Ottawa electric railroad, announced this morning that construction work on the new road would in all probability be commenced during the first week of August. He said that a section of the new road would be under construction before the winter. At a special meeting of the board of directors held yesterday afternoon, Mr. Lyon Sydow, C.E., was appointed chief construction engineer of the new road.

Several tenders for the construction of the new road were received by the directors. The lowest contract was decided upon and will be referred to the shareholders meeting on July 25th before being awarded. The contract may be awarded for twelve or forty miles of construction work.

11/07/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric***ACCEPT LOWEST TENDER**

For Construction Morrisburg and Ottawa Railway.

The board of directors of the Morrisburg and Ottawa Railway Company at a meeting yesterday afternoon received the report of the engineers on tenders for construction of the line. The board accepted the lowest tender and will call a meeting for July 25th of the company to ratify this action. Mr. J. G. Kilt, president of the company, stated last night that the engineering firm that had investigated the tenders found the prices satisfactory. They are detailed accordingly and are good to build 13 miles or the entire line if desired.

The officials expect that if the shareholders ratify the acceptance of this tender, work will be started by Aug. 1st. The 12 miles of the line should be completed by fall with favorable weather.

25/07/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric***CONTRACT IS AWARDED**

Ottawa Concern Will Construct New Suburban Line.

At a general meeting of the shareholders of the Morrisburg and Ottawa Railroad held this morning, the R. J. Tierney Company of Ottawa was given the contract for the construction of the right-of-way or of so much of it as the company decides to go ahead with.

No lump sum was quoted by the successful tenderer, who gave figures for so much per cubic yard. etc.. but it is understood that the average cost per mile of the road. Including stations, will be between \$10,000 and \$12,000.

The minimum distance for which the contract holds good will be twelve miles of road between Ottawa and Greeley but the company, if the financial arrangements are made, may decide to go ahead with a larger portion of the road. There are between six and seven stops in the twelve miles of road mentioned.

The meeting, it was stated by President Kilt, was a harmonious one, over nine-tenths of the total voting power being represented, and the contract being awarded by a vote of ten to one. There were several tenderers, Mr. Frnk Leamy of this city being one. The next business to be taken up will probably be that of an entrance route into the city. There has been much speculation as to how the company will come in but so far it has given no hint of its intentions.

12/08/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

Gloucester township

RAILWAY PLAN APPROVED.

A bylaw was passed approving of the plans of the Morrisburg and Ottawa railway, as revised to suit the council. The company agreed to lower their high grade at Ridgemount. This bylaw also allows the company to cross the highways in the township at grade. Before the council passed the bylaw, the councillors went in a body and viewed the proposed grade at Ridgeinount. Mr. Geo. Kilt, president of the company, was present on behalf of his company.

The question of digging and straightening what is known as the Salt creek, and as it is sometimes called Green's creek, was discussed at some length, but no action was taken, and it will stand over until the next meeting. The situation is, that to drain the water properly off a tract of land extending over about 60 farms, the council would be required to dig a drain seven miles long and about six feet wide at the top. An engineer has reported that it would at least cost \$8,000. Therefore, many of the ratepayers have been opposed to it, as they regard the price highly exorbitant. A petition was received a few days ago, signed by 31 petitioners asking that the ditch should not be dug. Another followed, signed by about half this number to have the drain dug. Many of the ratepayers were present. at the council meeting, some in favor of having the drain carried out, and others against it. The council will likely take the matter up at their next meeting.

14/08/1913 *Morrisburg Leader**Morrisburg and Ottawa Electric*

The first sod on the Morrisburg and Ottawa Electric Railway, working out from the Ridgemont end will likely be turned the latter part of this week and the work of constructing the line will be rushed along. It will be remembered that a couple years ago Sir James P. Whitney turned the first sod on the other end of the line, at Morrisburg. The contractor is now getting his materials on the ground, and is practically ready to start the work on the line. This section is about 12 miles long and will be first to be built, the remainder to be constructed in sections and linked up. We have not much idea how soon the work on this section will be completed, said one of the directors of the company. As it is to be to his own advantage to hurry the work along as fast as possible to do it properly, we do not anticipate any needless delay. Much of course depends upon the weather.

14/08/1913 *Chesterville Record**Morrisburg and Ottawa Electric*

The first sod on the Morrisburg and Ottawa Electric Railway, working out from the Ridgemont end, will likely be turned the latter part of this week and the work of constructing the line will be rushed along. It will be remembered that a couple of years ago Hon. J.P. Whitney turned the first sod on the other end of the line, near Morrisburg.

The contractor is now getting his materials on the ground and is practically ready to start work on the line. This section is about 12 miles long and will be the first to be built, the remainder to be constructed in sections and linked up.

"We have not much idea how soon the work on this section will be completed," said one of the directors of the company, "It all depends on the contractor. As it is to his own advantage to hurry the work along as fast as possible to do it properly, we do not anticipate any needless delay. Much of course depends on the weather."

FREE RIGHT OF WAY

Material Help to Ottawa and Morrisburg Electric Ry.

The Morrisburg and Ottawa Railway Company has been offered free right-of-way by a number of farmers and real estate agents along its route entering the city. Land in Iberville townsite, property owned by Messrs Howard Spratt, F. X. Laderoute, Back, McIlroy, Fenton and other land situated on the border of Blossom Park and Ridgemont has proffered to the company on nominal terms as a species of return for the increased value which the construction of the line will give such realty. These grants bring the line as far in the direction of the city as Heron road on the far side of the Canadian Pacific tracks.

The terminal of the Morrisburg and Ottawa in this city, according to its original charter is to be on Riverdale avenue 200 feet from Bank street, but it has not yet been announced how the road will reach this point. According to the statement of a prominent official of the road this morning, there is every likelihood, if owners of land along Bank street near the city do not adopt a more reasonable attitude in their negotiations with the road, that its line will not be built along this street.

It has been learned that the directorate of the road is in favor of contributing toward the cost of building immediately a new bridge to replace the old Billings bridge, about, the construction of which there has been so much delay. It was suggested this morning that the county council and railway and possibly the city might go shares in its cost and that the railway tracks be built which would accommodate any extension of the Ottawa Electric which might be desired later to make ? ? ss the Morrisburg and Ottawa immediately. The R. J Tierney contractors for the latter, have all material on the ground and work will start in a, few days.

21/08/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

No Ceremony; Plain Work.

The first sod on the new Morrisburg and Ottawa Electric Railway will be turned this afternoon, the point of operations being the Potvin farm, about two miles south of Billings Bridge, "We believe In work, not ceremony," said President Kilt to The Citizen, "and there will be no formal function. The men and teams will just go at it." A number of officials of the road will be present.

22/08/1913 *Ottawa Journal**Morrisburg and Ottawa Electric Billings Bridge*

J.G. KILT "BEHIND THE PLOUGH"

FIRST SOD OF NEW RAILWAY

Work on Morrisburg and Ottawa Electric Railway was Formally Begun Yesterday Afternoon near Billings' Bridge.

Without any undue ceremony and unmarked by any particular outburst of enthusiasm, the first furrow in the construction of the Morrisburg and Ottawa Electric Railway was turned yesterday afternoon. Only a few witnessed the first act of construction - including members of the directorate, the engineer, contractor, and several representatives of the press.

The commencement of the work was made in the Potvig farm, situated in the townsite of Iberville, about three miles past Billings Bridge. About 3 o'clock the handles of a waiting plough were turned over to Mr. J.G. Kilt, president of the line, and without any baptism of speeches or wet goods the first furrow was turned. The teamsters immediately continued the work.

Already the route has been prepared as far as Greeley, which is some ten miles from the starting point. The construction work will be carried on in this direction for a short time, after which the grading will be started in the direction of the city.

Besides President Kilt, there were Mr. J. Tully, vice-president; Mr. R. Bishop, secretary/treasurer; Mr. Coplin, director, and contractor Tierney.

After the task of turning the sod had been completed engineer L. Von Sydow, under whose charge the work will continue, tendered those present a real camp dinner at his headquarters.

A very comfortable camp had been set up by contractor Tierney. There will shortly be forty men engaged in the work of construction.

22/08/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

WORK ON CONSTRUCTION OF OTTAWA AND MORRISBURG ELECTRIC RY, COMMENCED

Work on the construction of the Morrisburg and Ottawa KElectric railway was started at three o'clock yesterday afternoon.

There, was no silver spade for turning the first sod, no wilful waste of perfectly good champagne to moisten the earth, no distinguished members of parliament, no elaborate ceremonies. The start was made with an ordinary work day plough pulled by an ordinary bay team of horses. The only unusual feature was that Mr. J. G. Kilt, the president of the company, held the plough handles. Some one has said some things about once putting your hands to the plough never letting go till the end of the furrow is reached. But J. G. Kilt apparently had not heard of the admonition. He let go after the team had pulled the plough through about fltty feet, turning up a furrow from an inch to a foot deep for Mr. Kilt is no prize ploughman. Then the regular man for the job got hold and continued. Behind the first plough came two more and several scrapers were waiting to take the earth from the high places to those which have to be filled in. It was a business-like start in every way and the work will be kept right on. By today there will be at least twenty teams on the job. The start was made on the Potvln farm or what is now known as the Iberville townsite, 3 1-2 miles from Billing's Bridge. The company has not yet definitely decided the exact route into the city from a little this side of the starting point, but Mr. Kilt says the route will be fixed within the next few days and in three weeks the work should be completed to the city. The route is now all surveyed and staked as far as Greeley, which is twelve miles from Billing's Bridge, and by the time the contractor reaches there the engineers will have another stretch ready for him.

Among those who were present at the start were Mr. Kilt, Mr. R. J. Bigger, vice-president. Mr. A. H. Coplan, a director, Mr. R. A. Bishop, secretary, Mr. L. Von Sydow, engineer in charge; Mr. R. J. Tierney, the contractor; several newspaper men and a number of residents from the district. After the first furrow had been started the contractor's men kept right on. The others, however, went to the house occupied by the engineer's staff where quite an elaborate luncheon was prepared and where a few informal speeches were indulged in and well wishes expressed for rapid progress in the work and all kinds of prosperity for the road.

Quite a pretentious camp has been set up near the beginning of the work. The engineers have a frame house that was formerly a farm dwelling, but the others have tents. These include sleeping tents, dining tent, cook house, horse tents, etc. The camp is ideally located and the engineer and contractor have a crowd of men who look well able to carry out, the work which has been started. It is likely that as soon as Greeley is reached the tracks will be laid and the line put in operation. The total distance to Morrisburgh is fifty one miles

09/09/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

GLOUCESTER TWP. COUNCIL

At its regfular meeting yesterday--

Mr. J. G. Kilt, of the Morrisburg amd Ottawa Electric Railway, interviewed the council in connection with that road. The work, he says, is going ahead rapidly. The company is negotiating to a considerable extent with the township of Gloucester.

10/09/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

NEW ELECTRIC LIKE.

The Morrisburg and Ottawa Railway is an electric road which is now under construction, the contract having been let some weeks ago. It will, when completed, span the fifty miles between Ottawa and Morrisburg. Extensions are contemplated, however, which will involve the building of the road along the St. Lawrence from Morrisburg to Brockville and thence from Brockville back to Ottawa. This will give a total of 125 miles and there is little doubt that it will open up a new and paying district and bring Ottawa also in close touch with the numerous summer resorts along the St. Lawrence.

MAY BUILD BRIDGE

Morrisburg and Ottawa Railway Has Proposition.

A meeting of a number of real estate dealers and other owners of land along the Walkley road, leading to the Rideau river in Ottawa East, will be held tomorrow to decide whether a proposition made by the Morrisburg and Ottawa Railway to build a bridge across the Rideau river at this point in return for right-of-way through the land in question is to be accepted.

According to President J. G. Kilt, if these property owners will grant the railway rights along the Walkley road for about a mile and a half to the bridge and put in the \$15,000 they have subscribed for that structure, the railway will in return grade 50 feet of the 100 feet of roadway it will require for the whole distance to the bridge and will erect that structure.

"This bridge is going to cost us between \$35,000 and \$45,000," said Mr. Kilt. "Naturally we will build a bigger and stronger bridge than they would; we will have to for our tracks. For their \$15,000 and right-of-way they will get a splendid road and bridge."

Some of the property owners, among them Mr. R. A. Sibbitt, it is understood, have alleged doubt as to whether the railway's charter gives it the right to run along the street and thus over the bridge, but Mr. Kilt pooh-poohed this. "We should worry," was about the effect of his reply. "I don't see why they should. If we build the bridge and can't run over it, so much the more for them." Among the property owners concerned are Messrs. Sibbitt, W. J. Browne, B. Slattery and V. V. Rogers.

25/09/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric***WAS MISUNDERSTANDING**

Mr. Kilt Explains Statement Re Rideau Bridge.

"The interview with me in The Evening Citizen in reference to the offer of the Morrisburg and Ottawa Railway Co build a bridge across the Rideau was perfectly correct, except that I only understood there was to be a meeting of property wners to consider it: I was given to understand that and said it in good faith," said President Kilt of the Morrisburg and Ottawa this morning. He was discussing the interview given out on Tuesday by Mr. V. V. Rogers, one of these property owners, disclaiming any connection with or consideration of Mr. Kilt's offer.

Mr. Kilt further continued to the effect that Mr. Hurdman had come to him, representing, as he thought, those who wished the bridge built and the proposition had then been talked over, although no terms had been mentioned. "As for Mr. Rogers stating he has no connection with my proposition," Mr. Kilt continued, "it is not necessary for Mr. Rogers to make any such statement."

01/10/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric***NEW ROUTE SUGGESTED**

Morrisburg and Ottawa Electric Railway Plans.

Engineers have been at work for some time on behalf of the Morrisburg and Ottawa Electric Railway, getting levels, etc., with the idea of the new railway entering Ottawa from the eastern side, crossing the Rideau river at the foot of Somerset street east. The line would run up Somerset street east to Nicholas and along Nicholas to the corner of Laurier avenue east.

The road coming north from Morrisburg would turn east at the Walkley road which lies south of Billings' Bridge. The line would follow this road until it reached, the base line, the same road as runs past the cemeteries, and would follow the base line to Mrs. Wolffs property south of Eastview. It would run west through this property a mile and a half to Overbrooke, the Russell road and the Rideau river.

This is the most convenient place to bridge the Rideau river and the company can get a free right of way from the base line to the Russell road and the river. The line would pass through Cyrville. The one obstacle is that it will necessitate crossing several lines of railways, but it is claimed that the cost of this is more than compensated for by the cheap right of way and the small cost of the bridge over the Rideau river. The company would also have to get permission from the city as all they now have is the right to enter at Bank street.

03/10/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

It is rumoured that the Morrisburg and Ottawa Electric Railway is to enter Ottawa from the west end.

It has been stated during the past few days, though not by officials of the road, that the company is buying up land out on the Britannia district with a view to making entry in that direction.

Questioned today regarding this rumor, Mr. J.G. Kilt, one of the directors, refused to say anything beyond that the company was going ahead with its operations and was pushing the building of the road as fast as possible.

08/10/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric***MORRISBURG AND OTTAWA ELECTRIC**

Annual Meeting Re-Elects Officers and Hears Progress Reports.

The annual meeting of the share-holders of the Morrisburg and Ottawa Electric Railway Company today elected J. G. Kilt president and R. J. Biggar vice-president. The other directors are W. C. Strader (Williamsburg), J. W. Bogart (Morewood), and A.H. Copan (Ottawa). The other officers of the company were re-elected, namely, R. A. Bishop, secretary-treasurer; G.L. Blatch, auditor, and L. Von Sydow, engineer.

The financial report of the company showed the expenditures for the year to have been about \$20,000. There is about \$40,000 cash on hand and there is further available \$100,000. About 25 per cent, of the arrears on the calls have been paid within the past month. The accounts of those still in arrears have been handed over to the company's solicitor, George D. Kelley.

It was decided to provide remuneration for the directors as a recompense for the time they lost attending meetings and looking after the affairs of the company. It was also decided to pay a salary to the general manager of the company, who for the time being will be the president.

The report of the president, Mr. J. G. Kilt, took a very optimistic view of the situation. It said that a year ago the public had lost confidence in the company and held it as a joke. Since then the confidence had been re-gained, things had been put on a progressive basis and work of construction had actually been started.

This road will pass through as productive a territory as there is to be found in Canada. Besides this the company has options on great deposits of sand and gravel, which it is proposed to bring into the city. Everything indicates that once the road is built it will be a big money-maker. Four surveys were made of the line and the most satisfactory one decided upon. Many townships are interested in the line, submitting bylaws to the electors to assist by giving free right-of-way or a grant of \$1,000 per mile.

There were about 200 shareholders present. The interest in the reports was intense and a great number of questions were asked. While there was considerable criticism it was purely with the best interest of the road in view.

14/10/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

Operations in the work of the Ottawa and Morrisburg electric railway are going ahead rapidly now and President Mr. J.G. Kilt expects to have cars running on a part of the road by this time next year.

Yesterday afternoon, the management of the road took a party out from town to view the operations. The members of the party were met at the works by Mr. Kilt, who went with them over the grading which had been done. There are now about four miles of road bed ready for the ties. At the present time about one mile of roadbed is being graded per week.

Mr. Kilt and the other officials of the road are optimistic of its future. They claim that it is usual to take in a ten mile strip, five on each side of the road when considering the possibilities. This road will, however, be serving a population of 2,500 every mile, taking only a four mile wide strip.

Already the company has made arrangements for the carrying of freight into Ottawa. The farmers are looking forward to the possibilities of shipping their milk and other produce and getting quick transportation into the city.

Almost all the rights of way have been secured and the work of construction is being pushed ahead as rapidly as possible.

B0U1HT SAND PIT

Morrisburg and Ottawa Road Will Sell Sand and Gravel.

The directors of the Morrisburg and Ottawa Electric Railway have purchased for the company 300 acres of land of sand and gravel formation on the company's line. This is said to be one of the best sand and gravel deposits in Eastern Canada, several engineers reporting very favorably on it. The pit has a 40-foot face and is only about twenty miles from the city. The company will supply these building materials to the city, hauling it over the new line. It is looked upon as a great source of revenue. It is estimated that it will produce an income of from \$25,000 to \$50,000 a year, sufficient to pay the interest and sinking fund on the entire cost of building and equipping the road

23/10/1913 *Chesterville Record**Morrisburg and Ottawa Electric*

The directors of the Morrisburg and Ottawa Electric Railway report the purchase of 300 acres of gravel and sand within 20 miles of Ottawa. The pit has a 40 ft face, and is possibly the largest and most valuable in eastern Canada.

28/10/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

SUBURBAN ENTRANCE

Route for Morrisburg and Ottawa Electric Into City.

The directors of the Morrisburg and Ottawa Electric Railway Company have two entries to the city under consideration for the new line. The officials of the road say that the prices asked by the land owners for a right of way to the city limits in the vicinity of Metcalfe road, which is a continuation of Bank street. Are so stiff that the company will probably abandon coming to the city limit by that way. The proposal is to come as far north as Henderson's Corners parallel with the Metcalfe road, then swing either west or east. One line surveyed is to take a route east from Henderson's Corners direct to Hawthorne, from there along the base line to Notre Dame cemetery, and down the Montreal road or that vicinity to Cummings' Bridge. Here the road would connect with the Ottawa Street railway. This is considered a very favorable route on account of the thickly settled districts it would have to pass through, and also it would furnish the citizens of Ottawa with a service to the cemeteries. There would be a branch line continue along the base line to Rockcliffe ranges to connect the city street cars there, thus bringing the Beechwood cemetery within reach.

The other route suggested is to turn west at Henderson's corners, running along the concession the C. N. R. townsite of Rideau, and then north up Fisher avenue to the city limits at Holland avenue. This is through splendid district also, and consequently it is hard to decide which to take.

This has been very unfavorable weather for construction. There has been only one day in every five or six that work could be carried on on account of the rain. When it is considered that the contractors lose about \$100 a day at least for every day it rains, rainy weather does not particularly appeal to them.

31/10/1913 *Eastern Ontario Review**Morrisburg and Ottawa Electric*

The Morrisburg and Ottawa Railway has purchased one of the largest and most valuable gravel pits in Eastern Canada, about 20 miles from Ottawa to be used in the construction of their electric line from the St. Lawrence to Ottawa.

18/12/1913 *Chesterville Record**Morrisburg and Ottawa Electric**Chesterville*

Proposed by law 233 of village of Chesterville to grant \$5,000 by way of bonus to Morrisburg and Ottawa Electric Railway to aid the procuring of a right of way through the village of Chesterville.

Also township of Winchester proposed by law 222 by granting a right of way.

20/12/1913 *National Post**Morrisburg and Ottawa Electric*

MORRISBURO AND OTTAWA ELECTRIC.

Shareholders Being. Sued by the Company

The Ottawa Free Press under date of December 11th asks:

Is there dissatisfaction amongst the stockholders of the Morrisburg and Ottawa Electric Railway Co?

Mr. George Kelley, of Ewart, Scott, Maclaren & Kelley, attorney for the company, avers that he has no knowledge of any discord existing amongst the shareholders.

"Dun's Bulletin of Dec. 11, 1913, under the head of "Writs Issued," published the following names as being sued for the amounts named by the Ottawa and Morrisburg Electric Railway Co. :

T. Babin, \$510, H.W. Chamberlain, \$408; J. H. Copping, \$510; W. H. Fetterley, \$510; John HuckelL \$306; E. J. Laverdure, \$510; Chas. Low, \$510; Jas. Low, \$510; A. McGill, \$408; and D. O'Connor, Jr., \$510.

Asked by the Free Press this morning whether it was true that this list represents part of a minority of the stockholders who are dissatisfied with their investment, Mr. G. D. Kelley replied that there were over six hundred stockholders in the company, and the holders of shares mentioned above, having defaulted in their payments, were being sued . by the company for the amounts stated.

"At a meeting of the shareholders to be held a week hence the reasons for their default will probably be learned," said Mr. Kelley.

...

25/12/1913 *Morrisburg Leader**Morrisburg and Ottawa Electric**Morrisburg*

Morrisburg & Ottawa Electric Railway

Editor The Leader

Permit me to call attention to a fact that may be of interest to the people of your town, viz., that the Morrisburg & Ottawa Electric railway engineers are now locating the line through Williamstown and heading towards the St. Lawrence; if your people desire our line it behooves your Council to take immediate action to the matter. Our company will be glad to meet your Council and citizens at any time they may suggest to discuss the question of an entrance and exit to Morrisburg, and the conditions thereof. As our line will definitely be routed within the next week or ten days I would respectfully suggest immediate attention be given this letter.

Incidentally, I may be pardoned for calling attention to the further fact that we have already graded (ready for rails) about ten miles from Ottawa and expect during the coming summer to have rails laid to Chesterville - and possibly to the St. Lawrence river. If we do not hear from your people at once, we must conclude that the Morrisburg & Ottawa Electric Railway is not wanted in Morrisburg.

Thanking you, Mr. Editor, for your courtesy in publishing this letter.

I remain, yours respectfully.

J.G. Kilt

President M. & O. El. Rly.

Ottawa, Dec. 23. 1913

15/01/1914 *Morrisburg Leader**Morrisburg and Ottawa Electric**Morrisburg*

First Meeting of Council

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

The Council and the Electric Railway

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

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

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

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

26/01/1914 *Sault Star**Morrisburg and Ottawa Electric*

The Morrisburg and Ottawa Railway Co. want a right -of-way to Morrisburg similar to that granted to the St. Lawrence & Ottawa Co, promoted by Toronto capital.

27/01/1914 *Ottawa Journal**Morrisburg and Ottawa Electric*

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

Interesting situation in Morrisburg

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

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

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

Company's Car Shops.

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

A H Copland, one of the board of directors of the Morrisburg & Ottawa accompanied Mr. Kilt, and spoke of another phase of the electric railway question, namely, that of locating car shops. According 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 \$350,000. Morrisburg, it was expected, would get a big slice of this work if the plant was located here.

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

27/01/1914 *Ottawa Journal**Morrisburg and Ottawa Electric* *Morrisburg*

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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."

Asking for subsidy

Petition circulated by Morrisburg and Ottawa electric Railway

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

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

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

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

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

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

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

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

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

Big deputation at Ottawa

Asks for Subsidies for Hydro-Radial System of Electric Railroads

Full account.

18/03/1914 *Toronto Star**Morrisburg and Ottawa Electric*

CAN EXTEND LINES EASIER THAN HYDRO

Beck Says Powers Granted to Morrisburg Railway Encroach on Provincial Rights

The Hon Adam Beck is not accepting with very good humor the action of the Private Bills Committee of the House of Commons who yesterday granted to the Morrisburg and Ottawa Electric Railway privileges which practically amount to blanket rights of operation in the Province of Ontario under easier terms of operation than apply to the Hydro-Electric power scheme.

The privileges granted this railway are that they may build their line and develop electric power as well as supply lighting power to adjoining municipalities, subject only to the consent of the various councils concerned.

"That is practically encroaching upon Provincial rights," the Hon. Mr. Beck states, "and leaves that railway subject only to the Dominion Railway Board and not to the Ontario Board. It is making it easier for them to extend their lines than it is for the Hydro. The Hydro, before selling power must get the consent of ratepayers in municipalities as well as councils. The Hydro Commission opposed the measure strongly before the committee but were outweighed.

18/03/1914 *Manitoba Weekly Free Press* *Morrisburg and Ottawa Electric*

NO RAILWAY SUBSIDIES

Ottawa. March 10. A deputation of about 75 coming from the district between Morrisburg and Ottawa waited upon Hon. J. D. Reid, acting minister of railways, late this afternoon to ask a federal subsidy for the Morrisburg and Ottawa Electric railway.

Hon. J. D. Reid, replying, pointed out this was an electric road entirely within one province. Its application for a subsidy constituted a very radical departure from past policy, which gave subsidies only to steam railroads. However, it was a question whether, in view of the great changes which were taking place in motive power, particularly as applied to electricity, the government might not have to give serious consideration to a change of policy in this regard. It was such a big question that he could not at once express an opinion on it. Hon. Dr. Reid added that his own impression was that there were to be no railroad subsidies brought down this year; but if there were subsidies applicable to such a purpose as this, he would give it his warmest support because he knew the need of this railway.

Also in the Calgary Albertan 11 March 1914

16/04/1914 *Ottawa Journal**Morrisburg and Ottawa Electric*

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.

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.

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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.

DISPUTED ENGINEER'S CLAIM FOR REPORT

Re-Echo Morrisburg and Ottawa Railway Stock Call Objection.

Quite a number of prominent people and concerns were mixed up in one way or another in a law suit which was argued before Mr. Justice Lennox in weekly high court on Saturday (2/5). Walsh and Drury, consulting engineers, in their official capacity, brought action against Mr. Thomas Clarey and a number of the shareholders of the Morrisburg and Ottawa Railway to recover the sum of \$900 for professional services rendered. Some time ago the Morrisburg and Ottawa Railway directors made a call on the shareholders for an extra payment to meet certain expenses. A number of the stockholders, including Mr. Thomas Clarey, objected on the grounds that there was not sufficient warrant for the call. Mr. Clarey and his backers undertook to have the work done by the Tierney Construction Company measured up, and for this purpose secured the professional services of Walsh and Drury. This firm measured up the work and submitted their report and plans to Mr. Clarey, and also a bill for \$900 for services rendered. Mr. Clarey thought the charges altogether too much and refused to pay them, whereupon Walsh and Drury sued. The charges were \$50 per day for eighteen days' work.

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

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

The Council
- - -

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

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

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

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

The Morrisburg and Ottawa Electric Railway Company.

NOTICE TO CONTRACTORS.

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

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

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

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

L. VON SYDOW.

Engineer in Charge.

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

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

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

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

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

Work to start on Morrisburg and Ottawa line

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

Tenders let soon.

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

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

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

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

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

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

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.

17/07/1914 *Eastern Ontario Review**Morrisburg and Ottawa Electric*

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

WANTS GOVERNMENT TO BUILD ROADWAY

Morrisburg and Ottawa Electric Railway Offers Free Right of Way.

The Morrisburg and Ottawa Electric Railway Company has offered the Ontario government 40 or 50 feet of its right-of-way from Ottawa to Morrisburg free on the condition that the province build a state road along the company's tracks. Mr. J. G. Kilt, president of the company, pointed out this morning that it would be a straight, level road with at no place more than a one per cent, grade or one foot in a hundred feet. This grade is at only one or two points and the average grade is not more than one-half per cent. This exceedingly low grade is practically level and it would be a direct route. The amount of land given would total about 300 acres.

FINE FOR AUTOS.

"There is no doubt about it," said Mr. Moffatt Ross, president of the Ottawa Valley Motor Association, "such a road with no kinks in it and exceptionally level, would be a great automobile road. On such a road it would be possible to cover the 55 miles from here to the St. Lawrence river in a little over an hour"

This is the most direct route to New York and if there was a connection at Morrisburg with one of the state roads leading into New York it would make a splendid route between Ottawa and that city, almost as direct as it is possible for a road to be.

TO LET CONTRACT.

Mr. Kilt says the officials hoped to have the work of building the Ottawa and Morrisburg Railway started by the 15th of August. A special general meeting of the shareholders of the company has been called for next Thursday at 11 o'clock for the approval of an issue of bonds of the company to the value of \$2,500,000 and also to deal with a contract for the construction of the line. If the company awards the contract to the most satisfactory of the tenders received, it will be only a matter of a couple of weeks or so until the work is begun. The bonds will have to be issued and deposited with the trustees and work can start very soon after that.

The contract provides for building the entire road, which is 55 miles in length, and upwards of 20 miles of branches. Altogether about 85 miles will be built. It requires the completion of the first 35 miles, from here to Chesterville, as soon as possible and all the road is to be completed within two years.

MOTIVE POWER.

The question of equipping the road with either electric storage battery engines or gas electric engines instead or having a trolley line is under consideration. "Trolley systems for long distances and interurban lines," said Mr. Kilt, "are antiquated. The electric storage battery engines or the gas electric engines are more satisfactory. They are making these engines of 50 tons capable of pulling 400 or 500 tons. With the exceptionally low grades along our right-of-way these types of engines would work to great advantage. Great advance has been made in the storage batteries. The new Edison storage battery is the greatest advance in this line that has been made. It occupies only about one-quarter the space of the old style batteries. It is not known which would be preferable, the storage battery engine or the gas electric; the initial cost would be about the same. It therefore depends on which is the most economical in operation..

17/07/1914 *Morrisburg Leader**Morrisburg and Ottawa Electric**Morrisburg*

Will Morrisburg Have Another Railroad?

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

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

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.

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.

MORRISBURG AND OTTAWA ELECTRIC GUARANTEE BONDS

Townships of Winchester and Williamsburg Give Two Readings To By-laws.

FEEL ROAD WILL PAY.

General Feeling is That There is No Real Liability in the Guarantee.

The councils of the Township 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 the ratepayers to vote upon on August 17.

The council of Osgoode Township asked to adjourn until Saturday next, so that the solicitor, Mr. McLaurin, might be consulted, Action Deferred.

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 township 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 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 terminus at that point where the two lines meet.

Good Territory

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.

24/07/1914 *Morrisburg Leader*

Morrisburg and Ottawa Electric

Synopsis of By-Law No. 716

Of the Township of Williamsburg

In the County of Dundas

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

Full details set out

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

Full details set out.

Also carried in the editions of 31 July, 7 August

24/07/1914 *Morrisburg Leader*

Morrisburg and Ottawa Electric

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

11/08/1914 *Ottawa Citizen*

Morrisburg and Ottawa Electric

REFUSE RAILWAY REQUEST

Gloucester Council Will Not Subsidize Electric Line.

The regular monthly meeting of the Gloucester township council was held yesterday afternoon and evening in the townhall, Billings Bridge. After careful consideration the council turned down Mr. Geo. J. Kilt's request that \$70,000 be raised for the new Morrisburg-Ottawa electric railway. Except for a little grading of the land in this district, it was stated that this new road has not been started and the members of the council intend making an investigation into the matter.

14/08/1914 *Eastern Ontario Review*

Morrisburg and Ottawa Electric

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

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.

09/10/1914 *Ottawa Citizen*

Morrisburg and Ottawa Electric

TO BEGIN WORK IN SPRING

Announcement by Morrisburg and Ottawa Railway.

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

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

WANT RADIAL LINE TO THE BORDER TOWN
Those Interested to Confer With Sir Adam Beck.

Representatives of some of the municipalities between Ottawa and Morrisburg, with Mr. J. L. Garland, president of the Ottawa Board of Trade, are discussing this afternoon in the board of trade rooms, with Sir Adam Beck, chairman of the Ontario Hydro-Electric and Radial Railway Commission, whether a radial railway between Ottawa and Prescott could be constructed by the commission.

At present a company known as the Morrisburg and Ottawa Electric Railway has a charter to construct the road between here and the border town, but as the prospects for its early completion by the company do not seem very favorable the authorities of the municipalities through which the line would pass are anxious to have better transportation facilities, hence their desire to take advantage, if possible, of the benefits of the government radial railway policy.

It is understood that if sufficiently encouraging support were received from the ratepayers in the different townships which would benefit by the project the commission would not lose time in undertaking the construction of the road. There is no lack of enthusiasm on the part of the farmers, and this afternoon one deputation from Gloucester township, headed by Mr. H. B. Billings, will meet Sir Adam Beck in the board of trade room, Elgin street, and talk the proposal over with him. j.

07/04/1915 *Ottawa Citizen**Morrisburg and Ottawa Electric*

MAKE PREPARATIONS TO RESUME WORK
Morrisburg and Ottawa Railway Construction.

President J. Q. Kilt of the Morrisburg and Ottawa Electric Railway, stated last night that the company is making preparations for resumption of work on the line as soon as the ground is ready. "The financial arrangements are in good shape," said Mr. Kilt, "and we expect judgment within the next few weeks against delinquent shareholders from which \$65,000 now outstanding will come in. I expect operations will begin about May and that by next fall we shall have cars running as far as Metcalfe and perhaps Chesterville.

23/04/1915 *Ottawa Citizen**Morrisburg and Ottawa Electric* *Winchester*

MORRISBURG RADIAL LINE

Hydro Engineer Explains Means of Procedure to Winchester Gathering.
(Special to The Citizen.)

WINCHESTER. April 15. A radial railway constructed, operated and owned by the people, running from Ottawa to Morrisburg through a section of country that is badly in need of an avenue of transportation to and from the Capital is the vision of practically all the residents of the townships on the proposed route of this railway.

It is a vision which promises to be realized. A forward step towards the realization was made yesterday when representatives of the various municipalities directly interested met in the town hall here and decided to lose no time in petitioning the Ontario Hydro Electric and Radial Railway commission to send its engineers to look into the proposition, make the surveys, prepare statistics and so on with a view to determining whether or not the undertaking would be profitable.

Mr. E. G. Hewson, one of the hydro commission engineers, attended the meeting and explained the procedure necessary to have the survey made. He said that each municipality interested should pass a resolution through its council asking the commission to look into the project and prepare a report. Each council should name two of its members to act on a central or united committee. On receipt of the resolutions engineers would be sent without delay, who would conduct their work in collaboration with the central committee.

CARRY OUT SUGGESTIONS.

The meeting, which was very largely attended by residents from the surrounding districts; decided to lose no time in carrying the formal procedure outlined by Mr. Hewson.

Representative of the different municipalities pledged themselves to see that delegates to the central committee are appointed without any loss of time.

Mr. Hewson made it clear that should it be found that a radial railway from Ottawa to Morrisburg would pay the commission would undertake to construct it after the people in the townships vote favorably on the necessary debentures.

Messrs. Charles Hopewell, J. Moffatt Ross and Frank Jarman attended the meeting as representatives of the Ottawa board of trade. Mr. Hopewell said that the people of Ottawa are very much interested in the project and anxious to see it undertaken and completed. Mr. O. D. Casselman, of Chesterville, was chairman.

Shareholders hold indignation meeting

Stockholders in Morrisburg and Ottawa Railway angry with management.

A state of general dissatisfaction and uncertainty exists among the shareholders of the Morrisburg and Ottawa Electric Railway.

On Saturday afternoon (1/5) over 200 shareholders met at the Clary hole.

Dissatisfaction for the present management of which Mr J. G. Kilt, is president, and Mr. G. Bishop secretary, was expressed.

It was decided among the shareholders that the decision of Judge O'Reilly, of Cornwall, should be appealed, and a committee was appointed to look into the matter. Another meeting of shareholders will be held on Tuesday afternoon. (4/5)

The decision of Judge O'Reilly was to the effect that the calls of the company for the payment of the balances due on the stock would have to be paid by the shareholders.

The costs of the appeal of the judge's decision will be paid jointly by the shareholders who are opposed to the present board of management.

The shareholders who have not met their calls and whose stock is not paid up to date, are was off, it was claimed, by some, than those who have their stock fully paid up, and are in good standing according to the records of the company.

Mr. M. G. Powell, of Order and Powell, held that under the Railway Act a shareholder who has not fully paid up his shares and is not in good standing cannot have a voice in the management of the company.

Much Stuck Unpaid.

During the meeting it was brought out that \$75,000 had been paid up on the stock and that there still remained \$60,000 unpaid. Of the total amount collected, it was stated that only about \$10,000 had been spent on the road for grading at two different points.

Some of the grading was done near Metcalf and Winchester. It was claimed that the balance of the money paid into the company had been spent on the maintenance of an office in the Canada Life Building and on salaries.

It was stated that the charter of the company would expire in about eighteen months. The next annual meeting of the Morrisburg and Ottawa road will be held in February 1916.

"I want to know if the majority of the shareholders can force the directors to hold a general meeting and wind up the affairs of the company," said Mr. Laverdure.

Mr. Bradley mentioned that he had carefully gone over the judgement of Judge O'Reilly, and had come to the conclusion that those who has not paid the calls of the company could not hope to successfully defend the sanctions that would be brought against them by the company for payment. Secretary present.

Mr. R. Bishop, Secretary of the company put in an appearance, but it did anything but pour oil on the troubled waters. Some of the shareholders were in favor of giving him a hearing but the indignation of others overcame this, and angry remarks followed during which Mr Bishop

laid before the directors, and said that the proposal of people of Winchester and district, to have a radial line built by the Hydro-Electric Commission had made matters worse for the Morrisburg and Ottawa interests.

"My advice to the shareholders is to put out the directors and wind up the company," said ex-controller Clarey.

Mr. C.F. Stacy, who holds about \$600 worth of stock, said that he could not sell it for \$50. "Anyone knows we could not get assistance from the provincial government to build the road. It is not a railroad, it is only a prospectus and it is fading away," said Mr Stacy.

Mr. F. M. Draper was optimistic as to the chances of appealing the decision of Judge O'Reilly and he strongly that the decision be appealed.

Mr. Donald Fraser presided at the meeting on Saturday and Mr. Zeb Ketchum acted as secretary.

Get value for every dollar

J. G. Kilt replies to criticism of Morrisburg and Ottawa Railway company.

Though over 200 shareholders in the Morrisburg and Ottawa Electric Railway company express the fear at a meeting in Clarey's hall on Saturday afternoon (1/5) that there is little hope for ever receiving any return for the money they have paid out for stock, Mr J. G. Kilt, the president, told a reporter of the Citizen that they will get a dollar's value for every dollar they have paid to the company.

"The contract for the construction of the Railway has been let," he said.

"To whom?" asked the reporter.

"To the Morrisburg and Ottawa Construction Company, Ltd., of which George W. Mumford, New York, is presiden; Walter G. A. Hemming, Montreal, is Vice President, and Frank Harvey Field, New York, secretary-treasurer. The company is supposed to begin work on May 15th, but will no doubt to be delayed by the stand the unpaid shareholders are taking. The members of this company would likely take more drastic action to get the money paid up then we have taken."

Mr. Kilt stated that the bonds of the construction company have been sold. The trunk or main line of the railway will be 52 miles long and the branch or belt line's covers 23 miles according to the plans. The estimated cost is \$30,000 per mile. At this estimate it will cost \$2,220,000 to construct the road.

Shares of Widows.

The reply of Mr. Kilt to the statements made at the shareholders meeting on Saturday was contained in a prepared documents given to the newspapers today, "I am told that among those who took a prominent part at the meeting with ex-directors would be directors in whom the shareholders had lost confidence," stated Mr. Kilt. "The total amount of subscriptions on the company's books from widow's is less than \$2,000 most of whom have become bereaved since their husband signed the stock subscription. Moreover, over 50% of these subscriptions are fully paid up and consequently they have no further liability."

Mr. Kilt explains that it was Mr J. Oliver, former president of the company, who induced him to subscribe for seven shares and it was Mr. Oliver who moved that he, Mr. Kilt, be elected president. The Cauchon and Haycock report was made in 1911 and Mr Oliver did not retire from the presidency until October, 1912, and continued as director until 1913.

"Mr. Cauchon, Mr. McIntosh, Mr. Von Sydown and Mr. Malone, four eminently well-qualified engineers, have reported on the territory through which we run, in view of the reports it is absolutely silly for any person to say that a line will not be a profitable investment. When the Hydro-Electric engineer's report, I have no doubt they will confirm the good and favorable reports made by our own engineers."

WRITS ISSUED AGAINST SEVEN SHAREHOLDERS

Morrisburg and Ottawa Electric Railway Company Sues For Balance Due on Shares.

Seven writs, amounting to \$2,586.99. against shareholders of ths Morrisburg and Ottawa Electric Railway, Limited, wars filed at the court house this morning, and The Journal has been informed that probably 50 or 60 mors writs against shareholders who have not fully paid up their shares will be Issued in ths very near future.

The share holders against whom ths writs were filed this morning are: Hugh Carson, Zeb Ketchum, O. E. Kingsbury, J. B. C. Pageau, W. Cochrane, F. A. Wilson and James Hill. The writs were filed by Mr. O. D. Kelly of the legal firm of Ewart, Scott MacLaren and Kelly acting on be half of tba railway company.

**MORRISBURG AND OTTAWA ELECTRIC
SHAREHOLDERS WANT RELIEF FROM STOCK PAYMENTS.**

Say They are Tired of Furnishing Money for Salaries - Company Has Judgment Against Delinquents for \$60,000 - Attempt to Oust Directors - The Official Reply.

The Ottawa Citizen of May 3, contains the following report of a meeting of the shareholders of . Morrisburg & Ottawa Electric Railway Company. Certain shareholders in the Morrisburg and Ottawa Electric Railway Company, Ltd., want the company wound up. They are dissatisfied with the present management, of which J. G. Kilt, Ottawa, is president, and R. S. Bishop, Ottawa, secretary-treasurer. They are tired of paying money into the coffers of the company.

There was a meeting of over two hundred of these dissatisfied shareholders in Clarey's hall on Saturday afternoon. Several of them stated in frank and unequivocal terms that they are tired of being called on to pay instalments on their stock without being given satisfactory assurance that they will receive returns for their money.

The outcome of the meeting was that a committee was named to put the machinery in motion that will result in appealing against the decision of Judge Reilly of Cornwall, ordering all of the shareholders in the company to meet the calls for payment of the stock they hold and also to see if the company can be wound up. The cost of the action will be paid pro rata by the shareholders who are opposed to the present board of directors. Shares Are Worthless.

"Our shares in the company are not worth the paper they are written on," affirmed some of the shareholders at the meeting. Those who are not yet fully paid up claim that they are in a worse predicament than those who are in good standing on the company's books.

Mr. E.J. Laverdure wanted to know if a majority of the shareholders could force the directors to hold a general meeting to wind, up the business of the company.

Mr. M.G. Powell, of Orde and Powell, who represented the shareholders in the action before Judge Reilly, explained that under the railway act no shareholder who is in arrears can have any voice in the management of the concern. "I suppose the present directors are supported by a majority of stock, and therefore I doubt whether the company can be wound up if they protest against such a course," he said.

Money Spent on Salaries.

It was stated that \$75,000 has been paid up on the stock and that \$60,000 is still to be paid. All that has been spent on the road is about \$10,000 for a small amount of grading at points along the proposed route, which takes place in Metcalfe, Winchester and a number of other smaller places. The balance of the \$75,000 has been spent on salaries and keeping up an office suite in the Canada Life building. The charter of the company expires so it is reported., in about 18 months.

Among the shareholders are several widows who have paid out several hundred dollars for stock.

The other side of the case is given by the Ottawa Journal, May 3, which obtained from the president of the undertaking an interview of which the following forms a part:

"The board of directors will see that every investor will get a dollar's value for every dollar paid out," was the verbal statement of Mr. J. G. Kilt, president of the Morrisburg and Ottawa Electric Railway Company, in reply to criticisms aimed at the board of directors at a meeting of the shareholders on Saturday.

This morning, Mr. Kilt stated that since the meeting on Saturday seven or eight of the shareholders had come in and signified their willingness to pay up the balance on their shares.

What percentage of the stock of the company is controlled by the board of directors could not be ascertained.

"If the shareholders want a winding up order let them get it. It will cost a lot of money for the company to be wound up, the contract for the road has been let and the deed of trusts for lands passed," began Mr. Kilt.

"The directors have no objection to their appealing the decision of Judge O'Reilly, though the time for appealing expired on April 28," he added. Mr. Kilt made the definite statement that the charter of the company did not expire for four years yet, whereas, at the meeting on Saturday, it was stated that the charter would expire in 18 months.

Contract Awarded.

Mr. Kilt said that the contract for the building of the road had been let to the Morrisburg and Ottawa Construction Company, of which he gave out the following officers: George D. Metford, New York City, president; Walter G. A. Hemming, Montreal, vice-president, and Mr. F. H. Field, New York, secretary-treasurer.

Mr. Kilt said that there was about 74 miles of the M. & O. line to be built, divided as follows: 52 miles trunk line, 22 miles belt line and 22 miles branch line. The approximate cost would be in the neighborhood of \$30,000 per mile, making a total of \$2,220,000 for the seventy-four miles of road.

"We are told that the Ottawa Electric Railway interests are opposing our road. That is nonsense," said Mr. Kilt.

The officials of the Morrisburg & Ottawa, issued an official statement denying some of the statements made at the meeting of the shareholders and stated that several well-known engineers whose names were given had reported that the district through which the line was surveyed to pass would be a profitable one..

22/05/1915 *Chesterville Record*

Morrisburg and Ottawa Electric

Nearly every day the Morrisburg and Ottawa Electric Railway Company issues a few writs against shareholders who have not paid up their shares. Thirty or more have been issued since the company was given judgment in eleven actions that were first brought to court.

List of actions and amount owing.

There will be another meeting of dissatisfied shareholders next Saturday.

the contractors, it is said, have declined to start work until this difference between the company and its shareholders has been worked out.

09/06/1915 *Ottawa Citizen*

Morrisburg and Ottawa Electric

MUST PAY BALANCE ON RAILWAY STOCK

Morrisburg and Ottawa Company Wins Appeal.

The court of appeal in Toronto has given a decision dismissing the appeal taken by Mr. D. O'Connor against the judgment ordering him to pay the balance of the amount of \$1,000 subscribed for shares of the Morrisburg and Ottawa Electric Railway stock. Eleven shareholders, who had been sued in the county court to pay up the calls made on their stock and had judgment given against them, appealed. When the appeals came up, the court dismissed the appeals in ten of the cases and reserved judgment with regard to Mr. O'Connor. Today it gave judgment dismissing this appeal also, which means that Mr. O'Connor will also have to pay up what is due on his stock. Mr. Geo. D. Kelley acted for the company.

30/07/1915 *Morrisburg Leader*

Morrisburg and Ottawa Electric* *Chesterville

The first sod in the construction of the Morrisburg and Ottawa Electric Railway was turned on Herman Hummel's farm in Chesterville on Monday last. The occasion was made one of jubilation by the citizens.

12/08/1915 *Chesterville Record*

Morrisburg and Ottawa Electric

It is now believed that Electric Railway promoter Brown was a little premature in setting the date of his arrival on the first car at two months from his sod turning celebration of a week ago Monday.

TO START WORK ON M. & O. RY. NEXT MAY
Will Seek Extension of Charter as Precaution.

The annual meeting of the Morrisburg and Ottawa Electric Railway Company was held yesterday at the office of the company, Blackburn Building. There was a fairly large attendance of shareholders, about \$100,000 worth of stock being represented. The report of the officials and the directors was received. It was pointed out that it is hoped to start the construction of the road by next May. Most of the right-of-way is held outright by the company and the remainder is held under option. The engineering work on the main line and the branch lines has been completed and reports were also presented setting out the estimated earnings the road. It was stated that while the company had three years yet under its charter to complete the road, it would be better to go to the railway and municipal board to get an extension to five years in order to improve the financial status of the company when it came to sell bonds.

The officials for the coming year are: J.G. Kilt, president and managing director, directors. R. J. Biggar, W. C. Strader, J. B. Boggart, R. A. Bishop, secretary treasurer; George L. Blatch, auditor; George D. Kelley, solicitor.

A motion was passed authorizing the directors to call a special meeting of the shareholders to deal with delinquent subscribers who were not considered financially strong and it might perhaps be advisable to cancel their shares,

HOPE TO COMMENCE CONSTRUCTION IN MAY

Morrisburg and Ottawa Electric Ry. Co. May Apply For Extension of Time.

Construction work on the Morrisburg and Ottawa Electric Railway will, it is at present hoped, start next May! This was shown by reports of the directors and officials which were delivered at the annual meeting of the above company held in the Blackburn building yesterday.

There was a good representation of shareholders present, and officials for the following year were elected as follows: J. G. Kilt, president and managing director; directors Messrs. R. J. Biggar, W. C. Strader and J. B. Bogart; secretary-treasurer, R. A. Bishop; auditor. G.I. Blatch; solicitor. G. D. Kelley.

Most of the right-of-way for the proposed road, it was stated, is held by the company outright and the remainder under options. Engineering work on the main line and branch lines has been completed, and it was stated that while the company has yet three years under its charter in which to complete the road, it would be better to apply for an extension to five years in order to improve their bond sales.

The directors were authorised to call a special meeting of shareholders to deal with delinquent subscribers who may be considered financially weak, and the question of cancelling their shares will then be discussed.

SHAREHOLDERS.

The Morrisburg and Ottawa Electric Railway Co.

NOTICE

A "Special" General Meeting of the shareholders of the Morrisburg and Ottawa Electric Railway Company will be held on Tuesday, May 30th, 1916, at the hour of 2 o'clock in the afternoon, in the offices of the company in the Union Bank Building, in the city of Ottawa.

Business: Forfeiture of all stock upon which any arrearages for calls or interest are now due.

Sec. 33 "Ontario Railway Act" -(1) Every shareholder who makes default in the payment of any call payable by him, together with the interest. if any. accrued thereon, for the space of two months after the time appointed for the payment thereof, shall forfeit to the company his shares in the company, and all the profit and benefit thereof.

Dated at Ottawa this 13th day of May A.D. 1916.

R.A. BISHOP,

Secy.-Treas..

ACTIONS TAKEN REGARDING AWARD MADE TO T. CLAREY

Applications brought by Chandler & Company and the Morrisburg and Ottawa Electric Railway, to garnishee the \$1,200 Judgment ex-Controller Tom Clarey secured from the Ottawa Electric Company, were adjourned by Judge MacTavish at the court house this morning pending the disposition of an appeal that the O.E. Ry has taken.

Mr. Clarey sued for \$10,000 and after Judgment had been, entered the amount of it was attached by the city for taxes. Chandler & Co. and the M. & O. Ry. however, brought orders this morning to have the Ottawa Electric Railway Company pay off their claims before paying the city.

Mr. Taylor McVety, appearing for the O.E. Ry. told the court that an appeal against the decision was pending in the Court of Appeals. Judge MacTavish adjourned both motions until October 2nd. but, if a decision from the Court of Appeal is received before then, and the original damage award is upheld, the money will be paid into court.

"Gold and dross"

In Toronto "Saturday Night"

Williamsburg, Mar. 1917.

"Editor, Gold and Dross:

"Could you give me any information regarding the Morrisburg & Ottawa Electric Railway? I have a friend who subscribed \$300 for stock in this company six or seven years ago. He has not paid as yet any call for stock. He is a hotel keeper, and the engineers and other employees of the company ran a board bill of over \$70, and when this account was presented to the company they refused to pay on the ground that this man has not paid for stock, and allowed board bill to go on his stock without his consent. They have now issued a writ for the payment of the stock in full. His lawyer has advised him to settle. No work has been done on the road. What would you advise?"

J. P. R.

* * *

This company was bent upon erecting an Electric Railway for a number of years, but financial difficulties cropped up with the result that, we understand, the franchise expired a short time ago. We communicated with the secretary and one of the members of the Ontario Railway board asking for authentic information, on this matter but as expected, they didn't know anything about it... even if your friend does pay off the rest of his subscription it looks as though he will lose his money, as well as the initial instalment and the hotel bill. The company's refusal to pay the hotel bill for the reason given in your letter appears to be decidedly irregular. And why a stockholder should hand out more money to a company that has passed out of existence is also puzzling to us. According to law the stockholder is liable in the case of a live company but as for a dead one, we cannot say. It looks like a matter for the courts to decide but unfortunately law and equity are sometimes as far apart as the poles.

The Morrisburg & Ottawa Electric Railway Company

NOTICE is hereby given that a special general meeting of the share-holders of the Morrisburg & Ottawa Electric Railway Company will be held at 95 Laurier Ave. West, in the City of Ottawa, in the Province of Ontario, on Monday, the 30th day of July, 1917. at the hour of 2 o'clock in the afternoon for the following purposes. -

(a) The election of a Board of Directors of the Company.

(b) The consideration of the financial report of the Company.

(c) The consideration of the course to be followed in regard to the undertaking of the company

(d) Such further and other business as may be considered in the interests of the company at Ottawa, this 12th day of July, 1917

R.A. BISHOP

Application to Parliament

Notice is hereby given that the Morrisburg and Ottawa Electric Railway Company will make application at the present session of the Legislative Assembly for the Province of Ontario for an Act extending the time within which construction, completion and operation of the said Railway shall be carried out.

Ottawa, March 26th, 1919

GEO. D. KELLEY

Solicitor for the Applicant

Also in 18 April edition.

Recalling The Past

The application before the Ontario Legislature to renew the charter of the Morrisburg and Ottawa Electric Railway is like recalling a bad dream to a very large number in this section. The charter was renewed for three years, but for what purpose it would be hard to determine.