

Local Railway Items from Area Papers - Ottawa and St. Lawrence Electric Railway

21/11/1895 Kemptville Advance Ottawa and St. Lawrence Electric

An electric railway from Ottawa to the St. Lawrence via Winchester is now being advocated.

09/02/1900 Almonte Gazette Ottawa and St. Lawrence Electric

Application will be made at the present session of the Dominion Parliament for power to build an electric railway from Ottawa to Winchester and Morrisburg, with branch lines from Winchester to neighboring towns. It is said a rival concern is applying to the Ontario Legislature for a charter for a similar road over nearly the same route.

Identical wording in the Lanark Era of 14 February 1900.

28/04/1909 Ottawa Citizen Ottawa and St. Lawrence Electric

DIRECTORS MET

Ottawa and St. Lawrence Electric Railway.

A meeting of provisional directors of the Ottawa & St. Lawrence Electric railway was held on Monday afternoon (26/4). President Cossitt of Brockville being unavoidably absent, the chair was taken by Deputy Magistrate J. K. Askwith. Other directors present were Messrs. Daniels, Rook and Purkiss, of Prescott, Ault, of Winchester; Rolston and Iveson, Metcalfe; Armitage, Torbolton; A. E. Kripp, M. L. A., attorney, and A. H. N. Bruce, C. E. Engineer.

It was decided to proceed at once to organize the company and a stock list was opened to receive subscriptions. Reports from all sections of the proposed line were favorable to action being taken to have the line located and right of way secured. An invitation from the Prescott board of trade for a deputation representing the company to attend a meeting of the board on Tuesday, the 4th of May, was accepted. Other towns and municipalities will be visited later. From present appearances sufficient common stock of the company can be sold to cover 35 or 45 per cent of the cost of the road, the balance to be raised through sale of bonds.

20/07/1909 Ottawa Citizen Ottawa and St. Lawrence Electric

WILL RUSH THE NEW BELT LINE

Cars May Be Running By This Fall.

Promise of the District Electric Railway Promoters.

Official Outlines Latest Proposals re Project.

"We hope to have cars running on the new electric belt line before the snow falls this year," said Mr. George W. Hunt, who is prominently connected with the financing of the proposed Ottawa and St. Lawrence electric railway, to the Citizen this morning. It will be remembered that the line, as proposed, will run from Ottawa to Arnprlnr, Arnprlr to Brockville, Brockville to Morrisburg and from Morrisburg back to Ottawa. The idea was launched last year, and many wealthy men along the proposed route are interested in the enterprise.

"We now have men employed on the surveying for the line, and by September 1 we shall be ready to commence work." said Mr. Hunt. "We shall begin operations at Ottawa, whence we will first lay out our lines in two directions to Arnprior and to Morrllsburg.

In answer to a query, he stated that the opposition line from Morrisburg to Ottawa on which preliminary operations had been commenced, would make no difference to the belt line running via Morrisburg.

Whether the plan of the line as originally made would be carried out. Mr. Hunt said, was not yet decided. According to the present plans the Morrisburg branch will run through Leitrim, Metcalfe, Kenmore, Vernon, Ormond, Winchester, Cass Bridge and Williamsburg The Arnprlr branch will run through Britannia, Harwood Plains, Dunrmbin, Kilmaurs and Fitzroy Harbor.

27/11/1909 Ottawa Journal Ottawa and St. Lawrence Electric

CAPITAL PROVES TO BE PLENTIFUL

Ottawa and St. Lawrence Railway Stock Is Oversubscribed

Ottawans who are interested in the proposed Ottawa and St. Lawrence Electric Railway will be glad to learn that the capital required has been over subscribed, by English investors and that there seems now to be nothing in the way of this work going ahead. According to the charter, work has to start by May 15th next and the 264 miles of the railway have to be finished within two years. The intention is to start work in the spring both from Ottawa and at the end from that portion along the St. Lawrence River.

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23/12/1909 Kemptville Advance Ottawa and St. Lawrence Electric

THE BELT LINE.

oExpect to Hava Read Under Way at Sevaral Points by May 15.

"We will do some of our first business in bringing in the summer resort people from along the St. Lawrence to their homes in Ottawa. We expect to enter Ottawa by a tunnel constructed from a point near Billings Bridge to a point in the heart of the city."

This was the statement to the Ottawa Free Press on Tuesday of Mr. G. W. Hunt, who has had the duties of financing the lately formed company to construct the Ottawa and St. Lawrence Electric railway.

"We have at present the sum of \$9,000,000 now in the bank in London, England, and with this we will be able to build the entire road for there will be neither bonds nor debentures," said Mr. Hunt.

"When will you begin the work of construction?" he was asked.

"We will have it well under way at several points on the line by May 15 of next year," Mr. Hunt answered.

He stated, too, that the expectation was to have the line completed and ready for operation within a year.

There was absolutely no difficulty in financing any good railway proposition in England, he said, if one would but have patience and the approval of but one man, he stated, is now required to set the entire plans in motion.

"Just to show you the kind of people we have back of us in the old country," Mr. Hunt remarked, "I might say that they sent their own engineer out to look over the ground on which it is proposed to build this road, and he came out here without any officer of the company or the public knowing he was here and he went back and submitted a favorable report."

The line which it is proposed to build is to run in a southerly direction to Morrisburg west between the main line of the Grand Trunk and the St. Lawrence river to a point not far west of Brockville and then turning north again it is to touch the village of Athens on the line of the Brockville and Westport railway and on to Perth, past Lanark and to Arnprior, where it again turns almost at right angles and comes down between the Ottawa river and the Grand Trunk Railway to Ottawa, thus forming a belt line of about 250 miles in length.

02/03/1911 Toronto Star Ottawa and St. Lawrence Electric

The bill to extend the time for the commencement of the Ottawa and St. Lawrence Electric Railway Company for two years was passed

Electric Railway for Renfrew - Ottawa and St. Lawrence Electric.

-- The original map showed it starting at Ottawa, running fairly straight to Morrisburg, from Morrisburg up to Brockville, from there to Perth, Lanark, Brightside, Waba, Braeside to Arnprior, and from Arnprior down through Carleton county to the place fo starting, Ottawa. From what the Mercury learns this week, it is now possible that the road will be given a still further loop and that before reaching White Lake will branch off into a circuit taking in Mount St. Patrick, Calabogie and Renfrew to Arnprior by a route which will take in, if possible, the country not now served by the G.T.R. or the C.P.R. with a branch from Raycroft in Lanark county to White Laka and Waba. The idea of the loop is to open up the valuable mineral section of the Brougham district, which has been long neglected.

21/03/1912 *Kingston Weekly British W* *Ottawa and St. Lawrence Electric*

To Have an Electric Line.

Ottawa, March 20. According in advices from Renfrew it is learned that, the Ottawa and , St. Lawrence electric railway is likely to go by way of that town. The original plan of the road was direct to Morrisburg, to Brockville. and on to Perth, Lanark, Brightaide, Waba, Braeside and Arnprior, and from there returning to Ottawa through Carieton county.

It is now stated, however, that the road will taka a loop by way of Mount St. Patrick, ' Calabogie and Renfrew. It said that by taking this route the line will be able to take in the valuable mineral section of Brougham.

01/05/1912 *Ottawa Journal* *Ottawa and St. Lawrence Electric*

Some special stir is aroused by reason of the publication by a .Toronto dairy of a ststement to the effect that a Toronto company has purchased the goodwill, assets, and franchises of the North Lanark Railway and the Ottawa and St. Lawrence Electric Railway. The project contained in this electric enterprise has an important section of Eastern Ontario In its embrace. There is watar power in the district which served sufficient to warrant capitalists to have good heart at the beginning. The conception covers a service that will take in Ottawa; Morrisburg, Brockville, Perth, Lanark and Arnprior, together with over thirty smaller places.

21/08/1912 *Regina Leader Post* *Ottawa and St. Lawrence Electric*

To Begin Electric Line Soon

Work will commence within 30 days on road to Morrisburg

Ottawa, August 20. "Work will be commenced on the Ottawa & St. Lawrence Electric Railway within thirty days." stated Henry F. Darrell, of Toronto, to-day. We are going to build the section between here and Morrisburg first".

Mr. Darrel is connected with the firm of L. A. Morden & Company, Toronto, who are financing the road. The company has a capitalisation of four million dollars and an Ontario charter. Of the total capitalisation Mr. Darrell says that a quarter has already been subscribed.

The present plan of the Ottawa & St. Lawrence road embraces a loop line with several extensions. From this city the line runs through Russell and Winchester to Morrisburg. From the latter place a branch runs to Cornwall. Continuing the loop from Morrisburg, the line is planned to Brockville, then to Athens, Oliver's Ferry, Perth, Lanark (with a branch to High Falls), then to Braeside; Arnprior, Fitzroy Harbor; Britannia and Ottawa. - Montreal Gazette.

Also in Merrickville Star-Chrinicle 22 August 1912

21/08/1912 *Saskatoon Star-Phoenix* *Ottawa and St. Lawrence Electric*

EARLY START.

Ottawa and St. Lawrence Railway Will be Rushed Through.

By Leased Wire to The Phoenix

Ottawa, Aug. 20. Work will be commenced on the Ottawa and St. Lawrence Electric railway within 30 days, stated Henry F. Darrell, of Toronto today. We are going to build the section between here and Morrisburg first."

The present plan of the Ottawa and St. Lawrence road embraces a loop line with several extensions. From this city the line runs through Russell and Winchester to Morrisburg. From the latter place a branch runs to Cornwall, continuing the loop from Morrisburg, the line is planned to Brockville, then to Athens, Oliver's Ferry, Perth, Lanark (with a branch to High Falls), then to Brae Side, Arnprior, Fitzroy harbor, Britannia, and Ottawa.

22/08/1912 *Morrisburg Leader* *Ottawa and St. Lawrence Electric*

Gasoline cars to be used on a big loop line.

Work to commence on Ottawa and St Lawrence Railway within 30 days between Morrisburg and Ottawa.

(Tuesday's Ottawa Free Press) "Work will be commenced on the Ottawa and St. Lawrence Electric Railway within 30 days," stated Henry F. Darrell, of Toronto, to a Free Press reporter today."We are going to build the section between here and Morrisburg first."

\$4,000,000 capitalization.

Mr. Darrell is connected with the firm of J. A. Morden & Co., Toronto, who are financing the road. The company has capitalization of four million dollars, and an Ontario charter. Of the total capitalization Mr. Darrell says that a quarter has already been subscribed.

A big loop line.

The present plan of the Ottawa & Saint Lawrence Road embraces a loop line with several extensions. From this city the line runs through Russell and Winchester to Morrisburg. From the latter place a branch runs to Cornwall. Continuing the loop from Morrisburg, the line is planned to Brockville, then to Athens, Oliver's Ferry, Perth, Lanark (with a branch to High Falls), then to Braeside, Arnprior, Fitzroy Harbour, Britannia and Ottawa.

"In brief," continued Mr. Darrell "the line touches about forty cities, towns and villages. We have a good deal of our right-of-way already secured, and a good many of the places we propose to touch have signified the intention of helping us all they can do with regard to securing entrances. " Only one built.

It was pointed out to Mr. Darrell that's the line from here to Morrisburg would practically parallel to the line of a proposed Ottawa & Morrisburg Railway.

"We offered to amalgamate with that road," he replied. "we know that isn't room for two roads in that particular portion of territory. Two roads will never be built, but ours will. You can draw your own conclusions from that. The shareholders of the Ottawa & Morrisburg line, I understand, meet on August 29, but we are going ahead with our plans irrespective of them.

Gasoline Cars.

The Ottawa & Saint Lawrence road will be run with gasoline cars,. These cars will carry freight as well as passengers. The cars cost about \$27,000 each.

"Our bonds are as good as placed in the old country now," concluded Mr. Darrell, "but we are here in Ottawa to see one or two substantial men to act on the board of directors. We expect to see these men this afternoon, and then there isn't much more to say till we commence actual construction operations within 30 days."

To the Shareholders of The Ottawa & St. Lawrence Electric Railway Co'y.

TAKE NOTICE that a Special General Meeting- of the Company will be held at the Union Bank Chambers, Metcalfe, Ontario on Wednesday, the 18th day of September, at the hour of one o'clock in the afternoon, to consider and if deemed advisable to ratify and confirm the following By-Laws passed by the Directors of the Company on the 28th day of August. 1912:

1. A By-Law to increase the Capital Stock of the Company from One Million Dollars to Four Million Dollars by the Issue of 30,000 new shares of the par value of \$100.00 each.

2. A By-Law for the ratification of an agreement between the Railway Company and The Ottawa and St. Lawrence Construction Company, Limited, providing for the purchase by the said Construction Company of a right of way for the Railway Company's line, for the construction of the said Railway Company's line, and for the equipment thereof for the consideration as therein mentioned.

Dated at Ottawa this 28th day of August, 1912.

F. IVESON.

Secretary

04/09/1912 *Lanark Era**Ottawa and St. Lawrence Electric*

Ottawa and St. Lawrence Electric Railway

Messrs. J.A. Morden & Co., of Toronto have purchased the charters of the Ottawa and St. Lawrence Electric Railway and the North Lanark Railway and are now busy getting things in shape for financing their Company, known as the Ottawa and St. Lawrence Electric Railway. Mr. Morden visited Perth last week. On Saturday night Messrs. T.P. Caldwell, Dr. Scott and C.M. Forbes met him in Perth and had an interview in which Mr. Morden outlined his project. He is getting his directorate together and already has some big names on the board. He feels confident that his company will be successful and that he will have no difficulty in raising the money in England. The railway is what is known as the loop line and is in no way connected with the Ottawa, Rideau Lakes and Kingston Railway, for which line a survey was made from Lanark to Perth a short time ago.

13/09/1912 *Toronto Star**Ottawa and St. Lawrence Electric*

THE CHEERFUL MR. DARRELL

Well Known Local Promoter Now Boosting an Electric Railway

On Sept. 20 construction work will be commenced on the Ottawa and St. Lawrence Electric Railway which is a suburban line running from Ottawa to Morrisburg, Canada. Henry F. Darrell of Toronto who is the promoter of the project says that this section will be the first constructed. Later on a branch will be run to Cornwall and several other lines are in contemplation meeting a number of the smaller Canadian cities in that vicinity. The company is capitalized at \$4,000,000 the financing was done through Morden and Co at Toronto. It incorporated under an Ontario charter

- Wall Street Journal

16/09/1912 *Kingston Weekly British W* *Ottawa and St. Lawrence Electric*

Purchased the Franchise.

J. O. Morden & Co., brokers, Toronto, have purchased the franchise of the Ottawa and St.

Lawrence electric railway, which will run from the capital to Morrisburg, thence along the river front to Brockville, thence north-west through Athens, Toledo, Lombardy, Olivers Ferry, Perth, Balderspn, Lanark, and as far as Braeside, and thence east to Ottawa.

19/09/1912 *Ottawa Citizen**Ottawa and St. Lawrence Electric Metcalfe*

TO BEGIN WORK ON NEW ROAD

Contracts Signed For Ottawa and St. Lawrence Ry.

Although not a great many in the ambitious village knew it at the time. but yesterday at noon an august body of men met in the Union bank chambers at Metcalfe and just one hour and a half later it was announced to a few interested persons waiting outside that the contract for the completion of the proposed Ottawa and St. Lawrence railroad which, when finished, will run right through Metcalfe connecting it directly with Ottawa to the north and Morrisburg to the south, had been signed with the Ottawa and St. Lawrence Construction Company Limited, and that within three weeks and probably sooner, the work on the new road would be begun somewhere between Ottawa and Morrisburg.

The meeting took place at noon and the men in session were the directors of the Ottawa and St. Lawrence railway in company with Mr. J. A. Morden. of the J.A Morden company of Toronto, who are financing the railway. The directors present were: J. E. Askwith, Ottawa; G. H. Phillips, Ottawa; J.F. Ault. Winchester.; W.J. Purkiss, Prescott, W.G. Armitage, Dunrobin, Duncan McArthur., Ottawa; Frank Iveson, Metcalfe and J. L. Rolson. Metcalfe.

Mr. J. E. Askwith moved to the chair, and the meeting resolved itself into a general discussion or affairs in connection with the methods best to adopt in going ahead with the construction of the railway. The directors for one thing decided that no stock would be sold at all, but that probably later on a few bonds would be offered for sale.. The J. A. Morden company are financing the whole scheme, while the directors are seeing to the surveying of the lands, etc.

"We are all properly organized and all that is left now is the building of the railway, Mr. W.J. Purkiss of Prescott, told the Citizen representative last evening. The directors all have great faith in the railway, and an encouraging feature is that so far not one dissenting voice has been raised in any of the towns or villages through which the railway will pass. The directors have carefully explained the benefits to be gainer! by the construction of the company, and the farmers and residents alike are very anxious for its hurried completion."

It is the intention of the company to equip the road with gasoline engine cars, each of which will carry two 100 horse gasoline engines. The cars will be lighted with electricity and run by electricity but the overhead wires will be done away with, which is something new in this part of the country. The same make of car is giving good satisfaction in parts of the United States.

26/09/1912 *Morrisburg Leader**Ottawa and St. Lawrence Electric*

To Commence Work On New Road

Contracts Signed For Ottawa and St. Lawrence Railway

Account of a meeting - Ottawa Citizen 19 September 1912

09/10/1912 *Ottawa Journal**Ottawa and St. Lawrence Electric*

Construction of new gas electric line to begin at once.

Mr. J.E. Asquith of Ottawa, one of the promoters of the Ottawa & St. Lawrence Electric Ry. Co. has received word from Mr. Morden of Toronto informing him that the services of Mr. E.E. Malone, the well known engineer, have been secured for the company, and he will leave Toronto for Ottawa this evening with his staff in a private motor car.

He will act in the capacity of chief engineer for the construction of the line between Ottawa, Arnprior, Brockville and Morrisburg, work on which will be begun at once.

SUBURBAN ELECTRIC LINE

Ottawa and St. Lawrence Company Begin Survey.

A staff of engineers under Mr. E. E. Malone, of Toronto, has begun to survey the route for the Ottawa and St. Lawrence Electric Railway, which will run from Ottawa to Morrisburg, Prescott and Brockville, with branch lines to other towns and villages in the Ottawa valley.

The survey began from a point near Holland avenue and the proposed route will cross the Rideau river near Mooney's Bay, on past the Hunt Club, then straight through to Metcalfe, from there to Winchester, then to Williamsburg and Morrisburg. This part of the road will be constructed first. When it is completed connection will be made with Prescott and Brockville and a branch line will run from Metcalfe to Kenmore and Russell. The survey will be completed in about a month's time and then everything will be ready to begin on the construction of the road. The necessary money has been subscribed and contracts already drawn up call for fifty miles of the road being built in a year from next spring.

26/10/1912 *Ottawa Journal**Ottawa and St. Lawrence Electric*

An official announcement was made by a director of the St. Lawrence and Ottawa Electric Railway this morning that five electric train coaches have been decided upon at a total expense of \$135,000, or \$27,000 a piece for the new electric road between this city and Morrisburg.

The contract given some time ago for the completion of the road calls for the work to be finished by the latter part of August 1913, or during the month of September of the same year. Thus it is confidently expected by the directors that the new road will be in operation within a year's time. The new cars will have a speed capacity of sixty miles an hour. They will, however, not run at this speed on schedule.

In addition to the purchase of these cars, an electric engine capable of hauling ten or twenty ordinary freight cars, has also been purchased.

The new cars will be 72 feet in length, and have their motive power in the front, as illustrated in the cut below.

It is the intention of the directors to give half hour service and hold the fifth car in reserve in case of accident or use it for freight hauling purposes. (Includes a picture of a three car train.)

07/11/1912 *Chesterville Record**Ottawa and St. Lawrence Electric*

The directors of the St. Lawrence and Ottawa Electric Railway have decided to order five electric coaches at a cost of \$135,000 or \$27,000 each for use on the new line between Ottawa and Morrisburg.

The contract calls for the completion of the road by September 1913, and it is confidently expected that the new road will be in operation within a year's time.

The passenger cars will be capable to make sixty miles an hour and an electric engine capable of hauling twenty ordinary freight cars has been ordered. The new cars will be seventy two feet long and it is the intention of the directors to provide a half hourly service on all branches of the road.

08/11/1912 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

ELECTRIC RY. SURVEY

St. L and O. Will Operate 274 Miles Trackage.

Two hundred and seventy-four miles of trackage to be operated by gas electric equipment is one of the features of the Ottawa and St. Lawrence Electric Railway, the survey of which is now nearing completion. It is going to be a system that will benefit the farmers along the route, which will be from Ottawa to Morrisburg, with several branch lines.

The road is to be further extended from year to year until the whole of eastern Ontario will be served by an up-to-date standard service touching all the towns and villages within a line drawn from the city of Kingston to Pembroke and from the St. Lawrence river to Hawkesbury.

It is claimed by the projectors of this system that when the railway is established it will work a complete change in the country. With the wires of the Hydro-Electric Commission furnishing light and power to farmers and the convenience of trains stopping at main road crossings, many people will establish homes in the country, where, in addition to having every city convenience, they can supply their table with nearly every thing of their own production. Farmers now working one to two hundred acre farms will be glad to dispose of parcels in five and ten acre lots to people who will make desirable neighbors. He will also find that with a special service handling market garden products, eggs, poultry, small fruits, etc., the working of 20 to 25 acres will give him more net revenue than the whole farm before it was divided up; in addition to which he has the proceeds of land sales to invest if not invested.

The first section to be built will be from Ottawa to Morrisburg, touching Rideau townsite, the Hunt Club, South Gloucester, Metcalfe, Vernon, Ormonde, Winchester village and Springs, Williamsburg and Morrisburg, with a branch via Kenmore to Russell village.

Chief Engineer Malone, who is locating the line through this section, writes to headquarters that he finds it an ideal country and the line will be easy to construct. The section from Ottawa to White Lake via Fltzroy Harbor, Arnprior and Braeside will also be located this fall.

08/11/1912 *Ottawa Journal**Ottawa and St. Lawrence Electric*

There is the possibility of the second link of the St. Lawrence and Ottawa electric railway, from Ottawa to Chats Falls being surveyed this fall.

The surveyors of the road have now completed their work as far as Manotick, and it is expected they will have the first stage of the new road surveyed by the end of next week and will thus reach Ottawa.

Should the weather permit, it has been stated as probable that the second link of this road from this city to Chats Falls will be surveyed this fall.

It has been announced that construction work will likely be commenced early next June, and by this method it is hoped that the company will be in a position to operate an Ottawa Chats Falls electric line in the summer of 1914.--

22/01/1913 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

Notice to Shareholders of the Ottawa and St. Lawrence Electric Railway Company.

Take notice that a Special Meeting of the said Company will be held at the offices of the Company, Room 8, No. 74 Sparks Street, in the City of Ottawa, on the 30th day of January, 1913, at two o'clock P.M., to consider and if deemed advisable to authorize an application to the Legislature of the Province of Ontario for the passing of an Act for the following purposes:

1. To amalgamate the Ottawa and St. Lawrence Electric Railway Company and the North Lanark Railway Company under the name of the Ottawa and St. Lawrence Electric Railway Company. .
2. To Increase the capital stock of the Ottawa and St. Lawrence Electric Railway Company from one million dollars to five million dollars by the creation of forty thousand additional shares of the par value of \$100.00 each.
3. To authorize the Ottawa and St. Lawrence Electric Railway Company to issue bonds or other securities and to borrow money to the extent of thirty thousand dollars per mile.
4. To extend the time for the commencement and completion of the undertaking of this Company.
5. To validate all Acts heretofore done, by the Provisional Directors and Directors of the Company.

DATED at the City of Ottawa, this third day of January. 1913.

APPLICATION TO PARLIAMENT.

Notice is hereby given that an application will be made to the Legislative Assembly for the Province of Ontario at its next Session for an Act amalgamating the North Lanark Railway Company with the Ottawa and St. Lawrence Electric Railway Company under the name of the Ottawa and St. Lawrence Electric Railway Company, and increasing the capital stock of the Ottawa and St. Lawrence Electric Railway Company from one million dollar to five million dollar by the creation of forty thousand additional shares of par value of \$100 each, and for power to issue bonds and borrow money to the extent of thirty thousand dollar per mile of the said Railway, and to extend the time for the commencement and completion of the said undertaking.

Dated this 24th day of December, 1912, Johnston, McKay, Dodd & Grant, Trader's Bank Building, Toronto. Solicitor for the Applicants.

19/02/1913 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

Application to Parliament.

Notice is hereby given that an application will be made to the Legislative Assembly for the Province of Ontario at its next Session for an Act amalgamating the North Lanark Railway Company with the Ottawa and St. Lawrence Electric Railway Company under the name of the Ottawa and St. Lawrence Electric Railway Company and increasing the capital stock of the Ottawa and St. Lawrence Electric Railway Company from one million dollars to five million dollars by the creation of forty thousand additional shares of the par value of \$100 each, and for power to issue bonds and borrow money to the extent of thirty thousand dollars per mile of the said Railway, and to extend the time for the commencement and completion of the said undertaking.

Dated this 24th day of December, 1912, Johnston, McKay, Dodds and Grant, Traders' Bank Building, Toronto, Solicitors for the Applicants..

04/03/1913 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

Toronto, March 4. - The railway committee of the legislature held its first meeting of the session this morning

Permission was also granted for the amalgamation of the Ottawa and St. Lawrence Electric Railway Company and the North Lanark Railway under the name of the former company - and for an extension of five years for the construction of the road, which aims to link up many towns in the eastern part of the province with Ottawa by a railroad 272 miles in length. The capital stock of the new company is also increased to five million dollars, the former capitalization of the two companies aggregating \$1,450,000. The committee withheld authorization of the clause granting the right of the company to issue bonds or debentures to the extent of thirty thousand [sic] dollars per mile. This will have to be taken up before the Dominion railway board..

13/03/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric*

At a meeting of the Railway Committee of the Provincial Legislature at Toronto on Tuesday last week, permission was granted for the amalgamation of the Ottawa and St. Lawrence Electric Railway and the North Lanark Railway Company under the name of the former company and for an extension of five years for the construction of the road, which aims to link up many towns of the Eastern part of the Province with Ottawa by a railroad 272 miles in length. The capital stock of the new company is also increased to five million dollars, the former capitalization of the two companies aggregating \$1,450,000.

10/04/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric Morrisburg*

Electric Railway Franchise.

At a regular meeting of the village council, held on Monday evening, an interesting feature of the proceedings included the hearing of an influential deputation from the Morrisburg [sic] & St. Lawrence Electric Railway, commonly referred to as the Belt Line. The gentlemen forming the delegation included two of the principal officials, Messrs. J.A. Morden and H.A. Pearson, Toronto. Messrs C.E. Malone, chief engineer, Ottawa; and J.F. Ault, Winchester. Their mission was to secure from the town fathers permission to use certain streets on which to lay tracks, and after certain explanations had been made, this was granted. We are informed that the route by which the proposed line is to enter the town is by Victoria Street, thence down Main to Isabella to Canal, up Canal to Lock and by the latter to strike the track again on Main. This in reality makes the round of a full block, and will give the company access off Canal Street to the wharves which it is proposed to erect at that point. Work it is said will be commenced in the near future. The visitors left for Ottawa Tuesday morning on the Moccasin.

21/04/1913 *Ottawa Journal**Ottawa and St. Lawrence Electric Ottawa*

That the preliminary survey work for the St. Lawrence and Ottawa electric belt line had been completed and that grading and track laying would be accomplished during the present year were statements of Deputy Magistrate, J.E. Askwith, president of the company, to the Journal.

"I don't know what the intentions of the people behind the Morrisburg and Ottawa Railway may be," said Mr. Askwith of the rival company. "I do know, however, that we intend to go ahead with our line. While the two lines would run rather close for a certain distance, I do not think that they would necessarily interfere with each other."

"How will the St. Lawrence and Ottawa enter the city?" the reporter asked.

"Arrangements have been made with the Ottawa Street Railway towards coming in over the Holland Avenue line. The street railway authorities have agreed to consider such a solution to our problem, and an understanding will probably be reached."

There is now sufficient subscribed capital behind the St. Lawrence and Ottawa belt line to carry the project to a successful culmination.

12/05/1913 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

TAKE NOTICE of a meeting of the shareholders of the Ottawa and St. Lawrence Electric Railway Co. to be held at Carlton Chambers, 74 Sparks street, in the city of Ottawa, on Tuesday, the 3rd day of June, 1913, at the hour of 2 o'clock in the afternoon, for the following purposes:

1. To consider and if deemed advisable to ratify and confirm an agreement dated the 10th day of May, 1913, entered into by the directors of the company with the Ottawa & St. Lawrence Construction Co. Ltd., which agreement provides for the construction of the line of railway of the said Ottawa & St. Lawrence Electric Railway Co. and for the equipment thereof.
2. To consider and if deemed advisable to ratify and confirm a bylaw passed by the directors of the company changing the head office of the company from the city of Ottawa, in the county of Carleton, to the city of Toronto, in the county of York.

Dated at Toronto this 10th day of May, 1913.

BY ORDER OF THE BOARD.

Frank Iveson, Secretary.

Also in the Citizen 20 May 1913

15/05/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric Morrisburg*

Bylaw No. 360 of the village of Morrisburg

A Bylaw of the Village of Morrisburg to Aid the Ottawa and St. Lawrence Electric Railway Company by Granting a Right of Way along and upon certain streets in the municipality for the construction and operation of a railway.

Sets out the bylaw fully

Also in the editions of 22 and 29 May, 5 June, 1913

Westboro Council

In consequence of the officials of the Ottawa and St. Lawrence Electric Railway not being present the verbal application, made by that railway to the council some time ago was not considered. It was asked that the company be allowed to use Fisher avenue. This matter will likely be further dealt with at the next meeting of the council.

12/06/1913 *Kemptville Advance**Ottawa and St. Lawrence Electric Osgoode*

A By-Law to grant the Ottawa and St. Lawrence Electric Railway Co. a bonus of \$17,500 was submitted- to the rate payers of Eastern section of the Township of Osgoode on Saturday, June 7th, and carried by a majority of four..

13/06/1913 *Ottawa Journal**Ottawa and St. Lawrence Electric*

From an authoritative source the Journal learned this morning that the contract for the building of the St. Lawrence and Ottawa electric railway has been let to a Toronto construction company of which Mr. J.A. Morden is head, at a contract price of \$5,000,000.

It will take about five years to complete the building of the road and the Ottawa-Arnpprior and Ottawa-Morrisburg branches will be built first. It is understood the contractors have taken over the bonds of the road.

The annual meeting of the railway was held yesterday and as a matter of convenience to the contractors it was decided to transfer the head office of the company from Ottawa to Toronto. A branch office will, however, be kept open in the Blackburn Building on Sparks Street.

The transfer of the office and the election of officers was the chief business dealt with. Deputy Magistrate J.A. Askwith, former president of the road, was again returned to the presidency and the remainder of last year's board of directors and officials was returned en bloc.

17/06/1913 *Toronto Star**Ottawa and St. Lawrence Electric Morrisburg*

Morrisburg By-law Carried

Morrisburg, June 17. The by-law granting the Ottawa and St. Lawrence Electric Railway right of way over certain town streets was carried by a majority of 157. Toronto men are interested in it.

19/06/1913 *Morrisburg Leader**Ottawa and St. Lawrence Electric Morrisburg*

Ottawa and St. Lawrence Electric Railway Franchise By-Law

Voting on the above by-law took place in Morrisburg, on Monday, 16th inst, and was carried by a majority of 157 voters. The results by polls was as follows:

East Ward -For 61, Against 1.

Center " - For 52, Against 2.

West " - For 51, Against 4.

The total number of votes cast, namely 171, is considered exceptional in view of the fact that it comes well up to the usual number of votes cast at the municipal elections thus showing the keen interest of the citizens of Morrisburg in the proposition.

19/06/1913 *Kingston Weekly British W**Ottawa and St. Lawrence Electric Morrisburg*

Granted Right of Way.

Morrisburg, June 17. By a majority of 157 votes the ratepayers of Morrisburg endorsed a by-law for the granting of right of way over certain streets to the Ottawa & St. Lawrence Electric Railway Co. The franchise is for a period of twenty five years, and to be effective the company must practically complete their road by the fall of 1914.

26/06/1913 *Chesterville Record**Ottawa and St. Lawrence Electric*

Williamsburg township has negatived bylaws for the granting of right of way and bonus of \$8,000 to the Ottawa and St. Lawrence Electric Railway Company. There was a majority of 33 against the right of way and 131 against the bonus. A hard fight against both by laws was put up by officials of the Morrisburg and Ottawa Electric Railway Company, which company proposes to ask about the same thing of the same township. Many shareholders of the latter company are residents of the township.

10/07/1913 *Kemptville Weekly Advance* *Ottawa and St. Lawrence Electric*

Williamsburg township have negatived bylaws for the granting of right of way and a bonus of \$8,000 to the Ottawa & St. Lawrence Electric Railway Company. There was a majority of 83 against the right of way bylaw and 131 against the bonus. A hard fight against both bylaws was put up by officials of the Morrisburg & Ottawa Electric Railway Company, which company proposes to ask about the same thing of the same township. Many shareholders of the latter company are residents of the township.

17/07/1913 *Ottawa Journal**Ottawa and St. Lawrence Electric*

Surveying operations will be commenced in the course of the next two weeks in connection with the proposed new railway into Ottawa, the construction of which is contemplated by the St. Lawrence and Ottawa Electric Belt Line Company.

It is understood the route to be surveyed at the out set is from Ottawa to Almonte and Arnpprior, but later on it is proposed to survey the whole of the eastern part of Ontario.

A charter has already been granted to the company and was renewed last session.

22/07/1913 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

The Ottawa and St. Lawrence Electric Railway.

NOTICE IS HEREBY GIVEN, THAT the Annual General Meeting of the Shareholders of the Ottawa and St. Lawrence Electric Railway Company will be held at Suite 201-202 Union Bank Building, in the City of Ottawa, on Tuesday, the 5th day of August, 1913, at the hour of Two o'clock in the afternoon, for the purpose of receiving the Annual Report of the Directors; the Election of New Directors for the ensuing year, and for the transaction of such other business as may be lawfully dealt with thereat.

H. W. PEARSON.

Secretary.

Dated this 19th day of July, 1913..

02/08/1913 *Ottawa Citizen**Ottawa and St. Lawrence Electric Osgoode*

NOTICE.

Notice Is hereby given that a bylaw was passed by the municipal council of the corporation of Osgoode on the 7th day of July, A.D. 1913, providing for the issue of Debentures to the amount of \$17,500 for the purpose of aiding by way of bonus the Ottawa and St. Lawrence Electric Railway and such bylaw was registered in the Registry Office of the Registry Division of the County of Carleton on the 1st day of August, A.D., 1913.

Any motion to quash or set aside the same or any part thereof must be made within three months of the first publication of this notice, and cannot be made thereafter.

Dated this 1st day of August, A.D., 1913.

F. IVESON.

Clerk of Municipality..

The Ottawa and St. Lawrence Electric Railway will be in operation between this city and Morrisburg within a year, according to a statement made by Mr. E. Malone, chief engineer of the company this morning. The engineering staff is engaged on the section between Ottawa and Arnprior. The company has secured street railway franchises in both Winchester and Morrisburg and several municipalities along the route have bonussed the road at the rate of \$1,000 per mile. The fare over the new line will be at the rate of 2 cents a mile, and it is probable that an hourly service will be run. The company is planning to install a seventy foot steel car with a side entrance and very low steps.

More About the Ottawa and St. Lawrence Railway
(Ottawa valley Journal)

The Ottawa and St. Lawrence Electric Railway will be in operation between Ottawa and Morrisburg within a year, according to a statement made by Mr. E. Malone, chief engineer of the company. The engineering staff is engaged on the section between Ottawa and Arnprior. The company has secured street railway franchises in both Winchester and Morrisburg, and several municipalities along the route have bonussed the road at the rate of \$1,000 a mile. The fare over the new line will be at the rate of two cents a mile, and it is probable that an hourly service will be run. The company is planning to install a seventy-foot steel car with a side entrance and very low steps.

Residents along the Britannia line can now have tangible hope of a five cent fare from the city all the way to Britannia.

This is not a tender tug at the heart strings of the O.E.R., but a quick move on the part of the St. Lawrence and Ottawa Electric Railway to have a double track road in operation by the end of next July from the city to the Connaught Rifle Ranges, and the fare, one way, will be five cents.

Where line will be

On enquiry from the Journal, this announcement came straight from Mr. E.E. Malone, chief engineer of the new road.

From Holland Avenue, the route of the new electric line will be roughly speaking, parallel to the O.E.R routes running between the two.

There will be at least fifteen flag stations along this latest suburban project, at the chief centres of population, and while they will be considerably south of the present O.E.R. route, some of them will correspond very nearly to the present car line stops at Westboro, Woodroffe, Richmond Road and McKellar.

The nearest point at the Britannia end will be a station at Britannia Heights, while the temporary city terminal will not be given out at present, but it is the intention of the company to ultimately have a station in the heart of the city.

Ready in August

Mr. Malone stated that work would be commenced on the first of May and rushed through to completion so as to be in operation for the opening of the new Connaught Ranges on August 15 and very probably before that date.

It will be a double track road as far as the ranges, and from there on around its big loop it will be single track. From the city terminal to Britannia Heights the fare will be five cents and from there on 2 cents per mile.

Book tickets

For the convenience of suburban residents book tickets will be available. This will make the fare three cents one way between the city and the Heights or about six cents for the round trip.

Any further information on the subject Mr. Malone would not vouch safe at present.

The cost of building the new St. Lawrence and Ottawa Electric Railway was announced to be between seven and eight million dollars, and it is understood that the bonds of the company will be placed on sale on the English market before next spring.

It is believed that the company will start construction work on the Britannia line to the South March Rifle Ranges early next summer, and that the new road will be in operation for the 1914 D.R.A. shoot.

Work of building the Ottawa and Morrisburg branch of the road will also be commenced next spring.

The entrance of the new road into the city has not been definitely decided upon, but the Journal was given to understand that a private right-of-way will be purchased to bring the interurban cars to the city terminal.

Three plans

"We have three plans under consideration at present, and have not decided upon which one we shall enter the city by," said Mr. J.A. Morden, financial director of the road, who was in Ottawa today.

Mr. William Grey, of London, another director of the new electric road, was also in Ottawa today.

It has not been decided whether or not power for the new road will be secured from gasoline or gasoline-electric engines, or from a trolley system. Hydro-Electric power may be used, if the company decides upon the trolley system.

It is stated that the Britannia Spur of the St. Lawrence and Ottawa Electric Railway will not be built out to the Nepean rifle range this year unless government assistance is given the road.

"I will say nothing for publication, but, if we do not get assistance this year, we have been told that our request will be among the first to be taken under consideration next year," said one official of the company.

Another official inferred that if the assistance was not forthcoming from the government the spur would not be built until next year.

"Where will your city terminus be situated? Asked the Journal. "We have nothing to say for publication and have not chosen between several sites under consideration, was the reply. The Journal, however, has been informed that the St. Lawrence and Ottawa Electric railway terminus will be somewhere in the vicinity of Holland Avenue and the Britannia car line.

Interesting Information Regarding the Ottawa and St. Lawrence Railway.

RADIAL RAILWAY

The concessions given by the Radial Railway, which is also running to the Range includes a maximum five cent fare from the Bronx park to the Ottawa City terminal. There will be an intermittent service consisting of passenger trains with a stop at Bronx Park.

Railway Now Assured

The construction of the Ottawa and St Lawrence Electric Railway is now assured. Grading work is to be begun within the next few weeks of the first section of the road from Ottawa to this city, and from here to Baudette on the Quebec border, where connection will be made with the Montreal Street railway lines, thus affording frequent and economical service, both freight and passenger between Morrisburg and the greatest City in the Dominion.

This statement is made on the authority of Mr. C. H. Day of the firm of J. A. Morden and Company fiscal agents of the road, who was in town on Tuesday last. Mr. Day has just returned from an extended business trip to Europe the object of which was to place the bond issue of the Ottawa and St. Lawrence Railway on a satisfactory financial basis. While in London Mr. Day entered into negotiations with a prominent British financial house and made arrangements for the underwriting of a large proportion of his railroad's bond issue on the London this fall.

Mr. Day left Morrisburg Tuesday afternoon for Winchester and Metcalfe in connection with the road's business. Accompanying him is Mr. F. E. Malone, chief engineer of the Ottawa and S. Lawrence Electric Railway.

Commenting on his European trip to The Leader, Mr. Day said London financiers regarding the construction of the Ottawa and St. Lawrence Electric Railway as one of the soundest undertakings Canada has put before the London market of recent years. Both financial and engineering experts [sic] in the Old Country express the opinion that the road will prove a highly profitable undertaking, from the point of view of earning power, while, as a factor in the commercial and agricultural expansion in this district of almost unlimited possibilities, its value will be incalculable on account of the chief and easy access it will give both to Ottawa and Montreal.

With reference to the financial conditions prevailing in Europe at the present time, Mr. Day continued: "the feeling of uncertainty and insecurity due to strained political relations on the continent naturally resulted in a certain reluctance on the part of many financial house [sic] to take on any additional obligations until conditions became more settled. Expensive as the present war will undoubtedly prove, London regards it with a feeling almost akin to relief as it promises to be of short duration and will, by removing the Europe menace, clear the whole atmosphere of the world. "The moment peace is declared," concluded Mr Davy [sic] " more British money will be available for investment in Eastern Canada than at any time during the past decade."

Steps are now being taken, Mr. Day added, for the organization of a development company composed of English capitalists to act in cooperation with the Ottawa and St. Lawrence Electric Railway for extensive industrial and commercial development of the territory immediately tributary to the railroad.

28/09/1914 *Ottawa Citizen**Ottawa and St. Lawrence Electric*

To Turn First Sod on Railway Line.

A demonstration has been arranged to take place at Russell at ten o'clock tomorrow morning on the occasion of the turning of the first sod of the Ottawa and St. Lawrence Railway. The ceremony will be attended by Hon. C. Murphy, Senator Edwards and D. Racine, M.P.P. for Russell county and the Reeves from the various townships.

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

Begin Construction Work

Ottawa and St. Lawrence Electric Railway.

A large crowd attended the formal opening of construction work on the first division of the Ottawa and St. Lawrence Electric Railway at Russell yesterday. The gathering embraced most of the prominent men of Russell, Kenmore, South Gloucester, Metcalfe, Bowesville and many other towns along the right of way of the railway. The first division of the road is 119 miles long and runs from Ottawa to Morrisburg and then to Baudet, with a branch line from Metcalfe to Russell. The entire system is three hundred miles long and is the largest electric railroad in the whole Dominion. The contract for the first division has been let to local contractors pursuant to the policy adopted by the company that they would serve local interests. The attendance at the opening of the work ran into the hundreds and almost as many people attended as were at the fair. A holiday was declared in the public schools at Russell.

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

GRADING BEGUN ON ST. LAWRENCE AND OTTAWA RAILWAY

Several Hundred People Present at Opening Ceremonies - Russell Men Have Contract

The grading of the St. Lawrence and Ottawa Electric Railway was formally commenced at eleven o'clock yesterday morning at Russell, Ont. Several hundred persons were present at the opening ceremonies. Including the school children who were given a special holiday to commemorate the occasion. A number of prominent citizens of Russell, Kenmore, Metcalfe, Bowesville, South Gloucester, Embrum and other towns along the line were also present

The ceremony marked the beginning of the construction of the longest electric railway, not only in Ontario but in the whole Dominion. This first section which is 111 miles in length extends from Ottawa via Morrisburg on the north shore of the St Lawrence river to River Beaudette on the Quebec border, and a branch line from Metcalfe to Russell.

The line is to be completed in one year. The contract for the first portion of the construction has been let to Messrs, W. Eastman, Kenny and Stearns, all of whom are farmers in the vicinity of Russell, Ont., in accordance with the policy of the road to have all the work on the right of way done by local men as far as possible.

01/10/1914 *Kingston Daily Standard**Ottawa and St. Lawrence Electric*

New Electric Railway

The first sod of the Ottawa and St. Lawrence Electric Railway was turned at Russell on Tuesday in the presence of a number of prominent men from points on the proposed line. The first division of the road is 113 miles in length and runs from Ottawa to Morrisburg and thence to Beaudette, with a branch from Metcalfe to Russell

02/10/1914 *Eastern Ontario Review**Ottawa and St. Lawrence Electric* *Russell*

A New Railway

A large crowd attended the formal opening of construction work on the first division of the Ottawa and St. Lawrence Electric Railway at Russell Tuesday (29th). The gathering embraced most of the prominent men of Russell, Kenmore, South Gloucester, Metcalfe, Bowesville and many other towns along the right of way of the railway. The first division of the road is 119 miles long and runs from Ottawa to Morrisburg and then to Baudet, with a branch from Metcalfe to Russell. The entire system is three hundred miles long and is the largest electric road in the whole Dominion. The contract for the first division has been let to local contractors pursuant to the policy adopted by the company that they would serve local interests. The attendance at the opening of the work ran into the hundreds and almost as many people attended as were at the fair. A holiday was declared in the public schools of Russell.

25/11/1914 *Lanark Era**Ottawa and St. Lawrence Electric*

Mr. W. L. Brown of Toronto, representing the Morden interests, was in town on Monday interviewing our public men in connection with his proposed railway enterprise, the Ottawa and St. Lawrence Electric Railway. Mr. Morden seeks the opportunity of placing before the people his scheme of giving railway facilities to Lanark and other points in the district, and to that end intends arranging a public meeting, due notice of which will be given, at which he will explain his project. Lanark needs a railway and desires a railway, and it is only fair to Mr. Morden that the townspeople and those living in the townships around about should attend in numbers to hear what he has to say.

IN THE MATTER OF THE
Ottawa and St. Lawrence Electric Railway

NOTICE IS HEREBY GIVEN that an application will be made to the Legislative Assembly of the province of Ontario at the next session thereof for an Act

- (1) Extending the time for the construction of the said company's line under Section 111 of the Ontario Railway Act.
- (2) To change the name of the Company to OTTAWA & St. LAWRENCE RAILWAY COMPANY and that the Company be given power to operate by means of steam or other motive power.
- (3) To extend the line of the said Company so that it may be given power to construct and operate its line from Brockville in a westerly direction along the St. Lawrence River through the Townships of Elizabethtown, front of Yonge and Escott, in the County of Leeds to a point in or near Rockport; and to run a branch line or to deviate its main line running in a northerly and north westerly direction through the County of Leeds so as to touch the town of Smiths Falls.
- (4) To amend the Act passed in the third year of His Majesty's Reign respecting the said Railway by striking out the word "Kenmore" in the 32nd line of the preamble and submitting in lieu thereof the word "Metcalf." "
- (5) To grant power to the said company to extend its line from the village of Russell, in the County of Russell, in a south easterly direction through the township of Russell, to the Village of Embrum; thence in the north easterly direction through the Township of Russell to the Village of South Indian.

Dated at Toronto this second day of December, 1914. Johnston, McKay, Dodd & Grant, Traders Bank building, solicitors for the applicants.

Also in Lanark Era 16 and 30 December 1914, 6 and 13 January 1915

14/01/1915 *Kingston Weekly British W Ottawa and St. Lawrence Electric Athens*

News From Athens

Athens Jan 9.- Last Thursday evening in the town hall, a meeting was held in the interests of the Ottawa and St. Lawrence Electric Railway. Several excellent musical numbers were given and many ladies were in attendance.

25/01/1915 *Kingston Whig Standard Ottawa and St. Lawrence Electric*

NEW ELECTRIC ROAD.

Perth to Smith's Falls Line To Be Built

Perth, Ont., Jan. 25 - Work on the Perth to Smiths Falls section of the Ottawa, & St. Lawrence Electric railway will begin in the spring, according to the promoters, who are at present securing stock subscriptions in Perth and neighboring towns. To meet the wishes of Perth end Smith's Falls, it is likely the line will be diverted to run through Rideau Ferry, a popular summer resort for both Perth and Smith's Falls.

English Capital is behind the undertaking, local subscriptions being sought in small sums, to secure the co-operation of the people in making the road a profitable one. The road makes a belt 300 miles in length through eastern Ontario, starting from Ottawa to Morrisburg, along; the St. Lawrence through Brockville to Rockport, across by Charleston Lake to Athens, Frankville, Toledo, Smith's Falls, Perth, Lanark and back to Ottawa. Thirty miles in the eastern section is already constructed.

28/01/1915 *Windsor Star Ottawa and St. Lawrence Electric*

Work on the Perth to Smith's Falls section of the Ottawa & St. Lawrence Electric railway will begin in the spring according to the promoters

05/02/1915 *Ottawa Journal Ottawa and St. Lawrence Electric*

Various electric railway proposals throughout the province of Ontario still have the spirit of progress, though lacking the funds, as is evidenced by the shower of private bills which are to be presented to the Legislature when it meets. Four [sic] such organisation already have their application in for extension of time for construction, these being the Forest Hill Electric Railway, the Humber Valley Electric Railway and the Ottawa and St. Lawrence Railway.

06/03/1915 *Montreal Gazette Ottawa and St. Lawrence Electric*

NEW INTER-URBAN LINE

Ottawa-Brockville Scheme 13 Being Pressed
(Special to The Gazette.)

Brockville, Ont, March 5. W. L. Brown of London, Eng., is in Brockville arranging for a public meeting in the interests of the promotion of the proposed Ottawa & St Lawrence Electric Railway.

The route planned is a belt line starting at Ottawa, running south to Morrisburg, then westerly along the river front through Brockville to Rockport; north, from Mallorytown Landing through Mallorytown, Caintown, Charleston, Toledo, Smith's Falls, Lanark, Almonte and Carleton Place, completing the circle at the Capital. Work was started on the enterprise in September last and about thirty miles of the route have been graded between Russell and Metcalfe.

Considerable interest has been awakened in the project, English capitalists having already subscribed in stock to the amount of \$1,500,000. The Brockville gathering is expected to be addressed by Wm. Gray, M.P., London, president of the company, and J. Morden, of Toronto. A number of meetings have been held already in the towns and villages along the proposed route..

09/03/1915 *Windsor Star Ottawa and St. Lawrence Electric*

W.L. Brown, of London, England, is in Brockville arranging for a public meeting in the interests of the promotion of the proposed Ottawa and St. Lawrence electric railway.

OTTAWA AND ST. LAWRENCE ELECTRIC RAILWAY
From Toronto Saturday Night

While this journal is not prepared to suggest that there is any "frightfulness" going on anent the sale of stocks and bonds to the public, in connection with the Ottawa and St Lawrence Electric Railway company, there is enough looseness in evidence to warrant close scrutiny of the entire promotion. Wm. A. Gray, M. P., is president of Ottawa and St Lawrence Electric Railway, and J. A. Morden & company, Toronto are the fiscal agents. The fact that Mr. Gray and J. A. Morden & Co.. were closely identified with Dominion Oil, and that both are now undertaking to swing (in the midst of the most unfavorable market ever presented in the history of the world) a huge stock and bond issue in a new electric railway enterprise, should stimulate the public to exercise due caution. Ottawa and St Lawrence Electric Railway is projected to run over two hundred and seventy-five miles, starting at Ottawa, and south to Morrisburg. From there it is to run east and west along the north bank of the St. Lawrence river, going to the eastward to Beaudet on the Quebec boundary, and to the westward to Rockport, thence north to Arnprior, and then east to Ottawa, according to the prospectus. According to the only prospectus which the writer has been able to procure to date, the railway is going to make profits of \$2,109.36 per mile, net, or \$580, 074 per annum, from operation of the entire system. These estimates merely occur on one sheet of blue paper, bound with the prospectus. They are not certified to by any firm of auditors, and if they were evolved by any firm of engineers, the firm does not put its name to the estimate. It is stated generally that the share capital of the company is \$5,000,000 of common stock, and that bonds to the extent of \$30,000 per mile will be issued. Bonds therefore to the extent of \$8,250,000 maybe issued by those who control this railway, and as there is 5,000,000 of common stock, there is over \$13,000,000 of securities to be put out, in connection with this enterprise.

The financing of the entire business is shrouded in mystery. Many months ago, this journal approached Morden & Co., asking a number of specific questions as to how the financing would be done and in whose hands it lay. A reply was received in which Morden & Company stated that the railway would be financed with private capital, and therefore the firm did not see its way to make the figures public. Some time after, it became certain that offers of stock in this railway were being made throughout the suburban districts, and the present evidence is that this "privately financed" road is holding a series of jolly stock selling meetings in the principal towns through which the line is routed. Each meeting seems to be divided into two parts: - No. 1: General information (very general), handed out by a Mr. Brown of London, England; No. 2: General and Informal stock-selling, participated in by "bunches" of enthusiastic agents, who had been quiet and attentive listeners to the talk just administered by the speaker. Judging by the caliber of the stuff handed out by Mr. Brown (who is said to have an American accent), the second part of the meeting is much more important than the first part.

J. A. Morden & Company, Toronto, are fiscal agents for Ottawa and St Lawrence Electric Railway company.

If the firm of J. A. Morden & Company, or the advisory board, or the board of directors, or anyone else connected with the enterprise, will publish replies to the following queries, the general public will be much better informed as to the flotation than they now are:

Has J. A. Morden & Company a contract entitling the firm to a commission on all the common stock sold by the company to the public? and if so of what size is this commission?

Is it correct that besides being fiscal agents for the Ottawa & St. Lawrence Electric Railway, J.A. Morden & Company, and then nominees or backers, have also secured the contract to build the line?

If so, what rate of profit is being allowed Morden & Company, as contractors?

What penalties are imposed against Morden & Company, as contractors, if they fail to build the first section of line, (seventy miles) within a stipulated time?

Is there a time stipulated during which the first section, or the whole system, must be completed?

Apart from commissions, what salaries are being paid to Morden & Company or their nominees, and what salary is being paid to the President?

What contracts (involving the disbursement of the moneys that come in from the sale of stock) have been entered into between Ottawa and St. Lawrence Electric Railway Company, and J.A. Morden & Company?

What contracts have been entered into between Ottawa and St Lawrence Electric Railway Company and Ottawa and St Lawrence Construction Company?

Is J.A. Morden & Company the Ottawa and St. Lawrence Construction Company?

Has the firm of J.A. Morden & Company, or its connections, made a bona fide underwriting of a portion, of the entire bond issue of Ottawa & St. Lawrence Electric Railway, or has anyone underwritten, or agreed to underwrite these bonds, and if so, at what price?

If no underwriting, does the Ottawa & St. Lawrence Electric Railway depend wholly and entirely on the money that comes in from the solicited public (farmers and others) for construction purposes?

What amount of free stock (commonly called bonus) if any, has been handed over to J. A. Morden & Company, or to anyone else who figures in the promotion?

Saturday Night asks these questions, for the reason that the facts are not disclosed at the public meetings addressed by Mr. Brown, and also because the advisory board of the company apparently is as much in the dark as anyone. That is to say, the only member of this advisory board so far approached by Saturday Night, was entirely ignorant (apparently) of everything save the right name of the company. It would almost appear that he joined the remaining glittering array of M. P.'s and others that composes either the advisory board, or the board of directors for no other reason than that someone who was someone, asked him to do so. At any rate, the gentleman, who requests that his name be not used, knows absolutely nothing at all about the finances of the company. More than that, he stated that it was his intention to not remain on the advisory board. Added to that is the fact that Mr. W.B. Russell, Traders Bank Building, Toronto, has voluntarily notified to this journal that his name was used, as being on the advisory board of the railway, unknown to himself. If this process of erosion keeps on, the advisory board and the board of directors will be so thinned out within the next few months, that new elections will have to be made. There is not a doubt in the world that the impressive list of names on the advisory board, and on the general board, is being freely used to help along the sales of stock. If there are names used, which were not authorized, this journal would like to know it. As this page of "Saturday Night" goes to press a communication is received from Mr. J.H. Fisher, M. P., dated from Paris, Ontario, in which Mr. Fisher states that the use of his name as constituting one of the advisory board of Ottawa & St. Lawrence Electric Railway is unauthorized. This is the second fatality of the kind."

Farmers Sorely Swindled.

There are quite a few farmers in the front of Charlottenburg and Lancaster who are beginning to think they were rather too ready to part with their money in connection with a railway enterprise. During the past few weeks a bunch of smooth talkers held meetings in various sections in the interest of the Ottawa & St. Lawrence Electric Railway, and set forth the advantages of that scheme so successfully that a number of the farmers became shareholders, putting up from \$5 to \$15 a share in cash and giving their notes for the balance. The notes were to be paid for by work on the road with men and teams, by right of way and otherwise. Toronto Saturday Night, which is among the best financial authorities in Canada, devoted considerable space to this company recently, criticizing the circus methods used to sell the stock, and pointing out that J. A. Morden & Co., the fiscal agents, were the same parties who promoted that by the same methods, and left thousands sorrowing. Apart from that, however, the Ottawa & St. Lawrence Co, got its quietus from the Ontario Legislature last week, when an application for a renewal of the charter was thrown out, and the company will therefore have no legal existence after next year, when its charter expires. And so it would appear that there was a new crop of suckers all over Eastern Ontario, who took the Morden bait and were hauled into the net, and may whistle for the money they put up. Whether they will have to pay the notes remains to be seen - Cornwall Freeholder.

Defendant Alleges Fraud

That he was induced to sign a \$875 promissory note by means of false and fraudulent misrepresentations is the defence of R. J. Montgomery who with his wife Eliza is being sued for the amount of the note by J.L. Thorne. Mr Justice Middleton is hearing the evidence in a special Assize Court at the City Hall. Montgomery says that he signed the note after one J. A. Morden had succeeded in selling him shares in the Ottawa and St. Lawrence Electric Railway Co. Morden in telling of the advantages that would accrue from being the holder of the stock failed to state that the company was in peril of losing its charter because it failed to fulfill the conditions of the charter Montgomery alleges.

22/08/1984 *Winchester Press**Ottawa and St. Lawrence Electric*

Great War Ends Dream

Ottawa-Morrisburg link - The railway that never was
by Joe Rowan Press Staff Reporter

METCALFE - The year was 1913 and in a young Canada the major means of transportation was the railway, and across the nation additional rails were being strung to accommodate the growing necessity of moving freight as well as people.

There was genuine enthusiasm in the Ottawa Valley and at the corner stores and places where hard-working people met at regular intervals, the conversation that year usually centered around the Ottawa & St. Lawrence Electric Railway.

The company, after all, was on the edge of bringing them into the fold of railway-linked communities. Plans were nearing completion and right-of-ways had already been claimed for a line to pass through nine counties in Eastern Ontario, namely, Carleton, Dundas, Glengarry, Grenville, Lanark, Leeds, Renfrew, Russell and Stormont.

It was seen as a good move on all sides. Farmers and manufacturers in the region were looking for access to the rails. And the company realized the potential business that was there.

One company report read: "This district, the oldest and most densely populated in the Province, ranks as the richest and most thrifty agricultural section in the Dominion of Canada; nor is the wealth of investment and production confined to farming alone, manufacturing and other industries are carried on extensively and with great profit."

Today, at several points in Lots 24 through 27 in Concessions 8 and 9 of Osgoode Township, there is still mute evidence of the once enthusiastic dreams of entrepreneurs who envisioned some 275 miles of thriving transportation - beginning in Ottawa and running southward to Morrisburg, east along the St. Lawrence River to Beaudet on the Quebec boundary, westward to Rockport and north to Arnprior before looping back to Ottawa. In the east half of Lot 24, where the Castor River meanders southward, there still stands an embankment that was a planned abutment for a bridge across the river.

Back in 1913 a railway in Eastern Ontario must have appeared to be a sound investment. A provincial charter for \$5,000,000 and Bond Issue, per mile, of \$30,000, had been obtained and the \$7.8 million dollar project showed an estimated income of \$572,000 a year.

Men of means and prestige had shown their confidence in the venture and the list of officers included President John W. Askwith and vice-president George H. Phillips, both of Ottawa, secretary H.W. Pearson, Toronto; and treasurer F. Iveson of Metcalfe.

Among the directors named on the charter were W.J. Armitage, Dunrobin; W.I. Purkis, Prescott; J.L. Rolston, Metcalfe; John A. Campbell, Ormond; Duncan McArthur, Ottawa; and James F. Ault, Winchester.

Among the board members were Members of Parliament, MPPS, contractors and manufacturers.

It appears there were extensive research and an early progress review outlined population growth in the area, an update on agricultural and industrial development and an analysis of the tremendous potential of water power available to encourage more industry.

Stockholders were given a detailed budget breakdown of the proposed railway, based not on one example of an existing railway but on the results of all electric railways in Ontario.

Then, following all these reports, stockholder meetings and initial work, there was nothing.

POSTSCRIPT

This writer, as a very young boy, learned of the proposed development that may have suddenly been stalled by the Great War that broke out in 1914. At that time the farm on the west half of Lot 26 in Concession 9 was owned and operated by my maternal grandparents (Patrick and Martha Grant) and many times, accompanied by an uncle I walked on the 'Grade' being formed for the electric railway line.

This in the early 1920s and, because the venture was at a complete stand-still, rumors were abundant.

One, that spread rapidly, concerned the possibility that the entire conception of a railway as a 'tale' devised by German secret agents to hide their efforts to create elevated gun-mounts in preparation for the day when their armies would take over Canada.

Whether or not those, then rampant, rumors were valid may never

But, following the war, the ambitious endeavor floundered and all that remains are faded maps, facts and figures of a "railway that never was"

Judging by the engineer's design plan the proposed line could have been an important factor in the industrial hopes of Winchester, Russell and Morrisburg..