

Local Railway Items from Area Papers - 1909

05/01/1909 *Ottawa Journal* *Renfrew* *Preston street bridge*

Work is being rushed on the new Preston street railway bridge and an early completion is being looked for. The new structure which will be of steel, rests on two cement piers and will be of great strength. As a result of the erection of the bridge Preston street will be widened some twenty feet, and foot traffic will benefit by the change. The completion of the bridge will bring to a close a matter which has been hanging fire for the past two years.

08/01/1909 *Eastern Ontario Review* *Other*

A new railway for Eastern Ontario is on the tapis, according to applications for legislation received by the clerk of the Provincial Legislature. An Act is asked for incorporating the Eastern Ontario Counties Electric Belt Line Railway Company. The line is to connect Cornwall, Brockville, Morrisburg,, Winchester ad Ottawa and places in the intervening counties. From Kenmore a branch line is proposed to Russell village connecting with the Ottawa, New York Railway. Legislation is asked to amalgamate with or purchase the Cornwall Railway Company, the usual bonding power of 420,000 being solicited. Mr. F. Ineson, secretary, Ottawa, signs the application.

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

13/01/1909 *Ottawa Journal* *Kingston, Portsmouth and Cataraq*

Kingston Street car barns burnt.

A \$10,000 fire broke out early this morning in the street car barns on Ontario street and was fought vigorously by the firemen in the face of the bitterest weather of this year. The alarm was given at about two o'clock, and from that hour until eight o'clock the flames were fought and the fire confined to the building, part of which was also occupied by Crawford's broom factory. The street car men got out much of their equipment, two cars alone being burnt. These were in the pits and were undergoing repairs.

The two upper flats of Crawford's factory, where the workrooms were, were badly gutted.

The fire was of so vigorous a type that it was deemed desirable to secure aid and the men of "A" and "B" Batteries were called out. They did yeoman service. Police Constable Nallon was injured by falling into a pit in the darkness.

The origin of the fire is so far unknown, but it took in the street car section. The line will be fairly well covered by insurance. The Street Railway Company owns the building.

14/01/1909 *Ottawa Citizen* *Kingston, Portsmouth and Cataraq* *Kingston*

Serious Blaze Early In The Morning Costs \$10,000

Kingston, Ont. Jan. 12.[sic] - The Street Railway company's barns and Crawford's broom factory on King street east, were destroyed by fire which broke out about two o'clock this morning. The loss will be \$10,000. The firemen had a hard fight on such bitterly cold morning but managed to confine the terrific blaze to the two buildings. Members of A and B batteries were called out and rendered valuable assistance. All but two of the cars were saved. These two were in pits for repairs. Policeman Maylon was injured by falling into a pit in the darkness. The origin of the fire is unknown. The loss is pretty well covered by insurance.

14/01/1909 *Ottawa Journal* *L'Orignal* *Rockland*

All work on the Canadian Northern Ontario railway has ceased and it is understood that most of the employees will leave this week. This will mean a great loss to the activity of Rockland.

21/01/1909 *Merrickville Star-Chronicle* *Winchester* *Winchester*

Railway Man Killed. C.P.R. section foreman Hill of Winchester, was killed at the station there yesterday afternoon It appears he was standing at the east switch when the first section freight train No. 72 was passing east, and he was struck by the buffer beam and killed almost instantly. It is supposed he miscalculated the distance he was from the main track. Full particular could not be procured at time of writing. Mr. Hill was a brother-in-law of Mr. H. McClarence, section man at Merrickville .

22/01/1909 *Eastern Ontario Review* *L'Orignal* *Rockland*

The work of the Canadian Northern railway has closed for the winter, most of the employees having left.

23/01/1909 *Ottawa Journal* *Arnprior and Pontiac*

Application will be made to parliament this session for the incorporation of the Arnprior and Pontiac Railway Company with power to build and operate a line of railway from the Pontiac Pacific Junction line between Quyon and Campbell's Bay southerly across the Ottawa River to Fitzroy Harbour and thence westerly via Arnprior to a point on the Kingston and Pembroke Railway at High Falls, also from Fitzroy Harbour easterly to a point on the Canadian Pacific Railway at or near Britannia, and to a point on the Grand Trunk at or near South March and with power also to construct a railway and passenger bridge across the Ottawa River at Chats Falls.

25/01/1909 *Windsor Star* *Arnprior and Pontiac*

Arnprior and Pontiac Railway.,

Ottawa, Jan. 25. Application will be made to Parliament this session for the incorporation of the Arnprior & Pontiac Railway Co., with power to build and operate a line of railway from the Pontiac Pacific Junction line between Quyon and Campbell's Bay, southerly across the Ottawa River to Fitzroy Harbor, and thence point on westerly via Arnprior to a point on the Kingston & Pembroke Railway at High Falls, also from Fitzroy Harbor easterly to a point on the Canadian Pacific Railway at or near Britannia, and to a point on the Grand Trunk at or near South March, with power also to construct a passenger and railway bridge across the Ottawa River at the Chats Falls..

25/01/1909 *Berlin News Record* *Arnprior and Pontiac*

Arnprior and Pontiac Railway

Ottawa Jan 25 - Application will be made to Parliament this session for the incorporation of the Arnprior & Pontiac Railway Co., with power to build and operate a line of railway from the Pontiac Pacific Junction line between Quyon and Campbell's Bay southerly across the Ottawa River to Fitzroy Harbor and thence westerly via Arnprior to a point on the Kingston & Pembroke Railway at High Falls also from Fitzroy Harbor easterly to a point on the Canadian Pacific Railway at or near Britannia and to a point on the Grand Trunk at or near South March with power also to construct a passenger and railway bridge across the Ottawa River at the Chats Falls.

Fought on a Train.

Returning to Westport last Friday night with the Newboro and Athens hockey teams, who had played exhibition games in Brockville and 250 supporters, a special B.W. and N.W. train was the scene of a continuous melee until Athens was reached. Bottles flew, windows were smashed, pour passengers are suffering from fractured noses, while a Newboro man is nursing a badly lacerated thumb, bitten by one of the fighters. One member of the party, a resident of Athens, named Cury, was pushed off a car, but the train stopped and he was picked up. Wholesale prosecutions are likely to follow.

Precise date in February 1909 is not known,

03/02/1909 *Ottawa Journal**Ottawa Electric*

Few persons in Ottawa ever stop to think how many street cars pass the corner of Elgin and Sparks streets durnig the day.

Mr. W.J. Sayer, who attends the switch at the corner, recently counted the number carefully and found that 2,476 cars passed within 24 hours.

They begin running at 4 o'clock in the morning on some parts of the system and there are cars in operation as late as midnight. Taking an average for the eighteen hours about 148 cars pass at that corner every hour. During the busier portion of the day there are more than this and the number will probably go near to 200 to the hour.

The cars on the Britannia run, on that from Union station to Ottawa East, and in fact on all parts of the system except the route from the Experimental Farm to a point where the Britannia cars are met, pass the corner of Elgin and Sparks streets. They are constantly whizzing by there and it is a good point to watch them and get an approximate idea of the traffic.

Some cars make ten trips a day and others about twenty, according to the distance they have to cover, and it would be somewhat difficult to estimate the distance they do cover.

A very conservative estimate, however, would be 7,000 miles a day: so that in the aggregate the cars here in a single day cover the distance from Ottawa to London, England and back every day.

Although the traffic is so heavy and the trips are made so frequently, there are few accidents.

11/02/1909 *Chesterville Record**Westport*

Returning to Westport on Thursday night with the Newboro and Athens hockey teams, who had played exhibition games at Brockville and 250 supporters, a special B.W.&N.W train was the scene of a continuous melee until Athens was reached. Bottles flew windows were smashed, four passengers are suffering from broken noses, while a Newboro man is nursing a badly lacerated thumb, bitten by one of the fighters. One member of the party, a resident of Athens named Curry, was pushed off a car, but the train stopped and he was picked up. Wholesale prosecutions are likely to follow.

12/02/1909 *Renfrew Mercury**Eganville**Dominion Rock Products*

The Star-Enterprise says that the Jamieson lime kiln at Eganville is affording a market for a large quantity of wood this winter, and day after day many cords are unloaded there. --

17/02/1909 *Montreal Gazette**Pontiac Central*

A delegation representing the Pontiac Central Railway laid before the Premier and members of the Cabinet an application for a subsidy for a railway beginning at Brockville, Ont., and going across Ontario and thence through the county of Pontiac to James's Bay. The matter will be taken up by the Cabinet. The claims of the road were urged by Mr. J. M.

Wilson, president; Messrs. Robert Bickerdike, M.P., Godfroi Langlois, M.L.A., Thomas Gauthier, D. Campbell, and Mr. Hunter, engineer.

26/02/1909 *Eastern Ontario Review**Winchester*

C.P.R. Improvements

While the appropriations for constructuin work on eastern lines have not yet received the signature of Thomas Shaughnessy and cannot consequently be definitively announced there is one piece of work that weill certainly have a place in the year's programme and that is the double tracking of the line between Vaudreuil and Smith's Falls.

The C.P.R. double tracking on what may be called the home stretch on the western lines has been in progress for two seasons. Last year the grading and tracklaying was completed from Smiths Fall's to Finch and a good deal was done until the severe weather put an end to operations on the line between Vaudreuil and Dalhousie Mills. This will be finished and the gap between Finch and Dalhousie Mills filled in before the end of this summer.

Mr. James McDonald of Smith's Falls has the contract for part of the grading and Mr. J.P. Mullarkey has the rest of the grading and the whole of the culvert work of the section from Vaudreuil to Finch.

This will finish the double track from Montreal to Smith's Falls, but as to what the company will do beyond Smith's Falls nothing has been determined. There have been reports about the construction of the new grain line from Victoria Harbour to Georgian Bay, but this is at the moment hanging in the balance between this year and next, It is the president's pen that will turn the scales.

03/03/1909 *Ottawa Journal**Hammond**Rockland*

Rockland. A fatal accident occurred here on Saturday evening when Joseph Lalonde of this place, who was employed on the G.T.R. as a section hand, go on the hand car to go a short distance down the line. In some unaccountable way the handle of the hand car struck him on the neck, and it is presumed that the force of the blow broke his neck. He was taken to his home where Dr. Desrosier attended him. In the meantime the G.T.R. engine and crew were making preparations to take him to the hospital in Ottawa, but he succumbed before he could be removed. Mr. Lalonde was an industrious, hard working man, and was much respected in this community. He leaves to mourn his untimely end his wife and two children.

03/03/1909 *Ottawa Citizen**Eastern Ontario Counties*

NEW ELECTRIC

Belt Line Bill Introduced at Toronto. Toronto,

Mar. 2. A bill to incorporate the Eastern Ontario Counties Electric Belt Line company was introduced in the legislature yesterday by A. K. Fripp. It would authorize the company to build and operate an electric line from a point in Lancaster township running along the St. Lawrence to Cornwall, thence to Brockville, thence northwesterly through to Dundas and Lanark to Darling township, passing through Athens, Lanark, Perth, and connecting with the Lanark Counties Electric Railway company, and from Morrisburg through Dundas, Russell and Carleton. The capital stock of the company would be \$1,000,00. Contracts for disposing of electricity to municipalities, corporations and persons along the line of railway might be made subject to the Ontario Power commission. Ottawa would be the location of the head office.

06/03/1909 *Chesterville Record**New York Central**Embrun*

Joseph Brisson, aged 72, an aged resident of Embrun, a small village on the Ottawa and New York Railway, about thirty miles from Ottawa, was struck and instantly killed by the outgoing train which left Ottawa Saturday morning at 7.30. According to the story of the engineer on the train, the man was walking along beside the track about a quarter of a mile north of Embrun when he first saw him. When the train was quite close the aged man stepped right onto the track in front of the engine and was struel in the head, being instantly killed. The body was not mangled.

Mr. Brisson had been sick for some time and that morning was probably on his way up the track to see his married daughter, Mre Emily Guerin, who lives a short distance from the village.

Through collision of a G. Trunk snow plow and an engine of the C.N.R., Quebec line on the Hawkesbury branch of the G.T.R. about half a mile out of Hawkesbury, Wednesday afternoon, Plow foreman marlow, of Coteau lost his right arm and a boy was less seriously injured. The accident occurred about 2-15 o'clock. The C.N. engine had been placing cars on the G.T. siding and was backing down to the junction switch when it struck the snow plow, wrecking it with the casualties mentioned. The injuries are not fatal. A wrecking gang was hurried to the scene and the wreck cleared in time to allow passage of the evening train from Glen Robertson. An investigation as to who is to blame will be held.

W.J. Finner, a fireman on the G.T.R. between Coteau and Hawkesbury, had his leg broken in an accident that occurred at Coteau on Sunday night. Finner was standing on the tender of the engine during a stop when the engine was taking water, and in some way fell to the ground, sustaining a badly broken leg. The accident, it is thought, was due to the engine suddenly starting, but it is not known if anyone was at all to blame.

Mileage operated in Quebec: Pontiac and Renfrew -- 5.00

Electric Line Bill Passed.

The bill to incorporate the Eastern Ontario Counties Electric belt line has passed the Ontario legislative railway committee, with certain amendments. The name of the company was changed by the committee to the Ottawa and St. Lawrence, from the Eastern Ontario Counties. The clause providing that the railway shall be built and in operation within ten years was amended by making the time two years and the amount to which the company may issue bonds and other securities was reduced from \$25,000 to \$20,000.

A large number of men are at work clearing snow on the track for the C.N.R.

A vote of \$10,500, a farther amount required for construction of the Experimental Farm branch of the Ottawa Electric Railway was approved in committee of the Commons last night.

Mr. Fisher said the vote was to cover the cost of the portion of the line, a mile or so in length, within the boundaries of the Farm. The Chief Engineer of the Railway Department had computed the total cost of the work at \$39,882. The arrangement was that the same fares would be charged as on the city lines of the company. The cars would carry mail for the Farm.

Mr. Fisher said his department had sanctioned the project of the Farm line because there had been an insistent public demand for it. The company had agreed to construct the line to the Farm borders only on the condition that the Government would lay the line within the Farm limits. Five hundred dollars of the vote will be spent for fencing.

New Belt Line Electric Railway.

Mr. Fripp's bill to incorporate the Eastern Ontario Counties Electric Belt Line Railway Co now before the Ontario Legislature provides for it starting from a point on the boundry line between the provinces of Ontario and Quebec in the township of Lancaster and county of Glengarry and running westerly along the north shore of the St. Lawrence river to and through the township of Lancaster to the town of Cornwall in the township of Stormont, thence through the townships of Osnaburck, Williamsburg, Matilda, Edwardsburg and August to the town of Brockville, thence northwesterly through the counties at Leeds and Lanark to the township of Darling, passing through the villages of Athens and Lanark, and the town of Perth and connecting with the Lanark County Electric Railway Company and from the town of Morrisburg north through the counties at Dundee; Russell and Carleton to the city of Ottawa, connecting with the Lanark County Electric Railway with branches from the village of Kenmore in the township of Osgoode to the villages of Metcalf and Russell connecting with the Ottawa and New York Railway. The proposed line appears to follow the rim as it were and Merrickville seems to be situated about where the hub would be if one were needed.

The Hull Electric Company are distributing rails for the new belt line.

Arrested at Vankleek Hill

Two Ottawa prisoners were detained at the C.P.R. station here last Friday.

They had robbed Pratt's boot and shoe store in Ottawa and had shipped their plunder as baggage to Vankleek Hill. Detective O'Meara, Ottawa detected them on the train and placed them under arrest.

They were taken off the train here and were in a very ugly mood when they found they were caught in the very act. The Ottawa Free Press reports the case as follows:

Frank Murray, alias James Smith, and Thomas McKay, were arrested by Detective Jos. O'Meara yesterday afternoon on a train between Ottawa and Vankleek Hill by Detective O'Meara on the charge of breaking into the shop of Isaiah Pratt, the Wellington street shoe dealer, the night previous and stealing goods to the amount of nearly \$400. Both men said they were guilty and asked to be tried by Magistrate. They were remanded until Wednesday.

The arrest marks a particularly clever piece of Detective work on the part of O'Meara. He first ascertained that a couple of valises had been checked to Vankleek Hill during the afternoon, and as they resembled some of the missing stuff, he got aboard the train as it left Ottawa at three o'clock. Near Vankleek Hill O'Meara spotted his men and placed them under arrest. As he informed them of this Murray sprang at him and McKay pitched in at once. In an instant the train was in an uproar, the three men fighting all over the car. O'Meara gamely held his own and after five or six minutes of fierce fighting Mr. J. H. Hownie of Winnipeg, inspector of immigration rushed to O'Meara's help. They succeeded in downing the burglars and handcuffing them to the seat. In this shape they reached Vankleek Hill. Here they were taken off and transferred to the up train and brought back to Ottawa.

Frank Murray is no stranger to the police. In 1903 he was arrested by chief detective Dicks on a couple of charges of shop breaking and was sent down for five years. He was released about a year and a half ago. When arrested he gave the name of Martin. McKay, his companion, is not known to the police.

The Ottawa City Council has requested the Government to order the G.T.R. Co. to remove a big fence placed around the property where a big hoeland station was to be erected by the company, but which seems to have been abandoned.

The men who have been working on the new line of railway have, after seven months labor, completed their work and are now ready to leave. The steel gang are busy laying the steel, and before many weeks it is to be hoped that the line will be complete.

12/04/1909 Ottawa Journal Prescott Prescott

Prescott. The new C.P.R. round house took fire at three o'clock this morning. The firemen were promptly on hand but could not save the building. They got one passenger engine out, but two other engines were burned. Loss about \$12,000 partly insured.

13/04/1909 Ottawa Citizen Prescott Prescott

BIG FIRE AT PRESCOTT
C.P.R. Roundhouse is Completely Destroyed.

Prescott, April 12.- Damage to the extent of \$15,000 was caused by a disastrous fire which broke out here at 3.10 this morning and totally destroyed the C.P.R. roundhouse, locomotive foreman's office and two engines which were in the roundhouse. Only heroic efforts on the part of the local fire brigade kept the flames from spreading to several sidings full of freight and passenger cars which were nearby. The origin of the fire, which started shortly after 3 o'clock this morning, is unknown, but the probabilities are that it caught from the firebox of one of the locomotives. When the blaze was first noticed it had gained considerable headway on the roundhouse which contained three engines, only one of which the firemen were able to run out to safety. The other two were totally dismantled. The roundhouse which was a frame building, burned like tinder and inside of an hour was entirely consumed. The fire was under control at 4 o'clock. The office and workshop of the locomotive foreman and staff, which adjoined the roundhouse, were also destroyed, along with some papers and records in the office. About 2,500 feet of hose belonging to the C.P.R. which was in this building was consumed. Local officials of the C.P.R. estimate the loss at \$15,000. The insurance is not known here. The town is well provided with fire-fighting equipment, having two steamers and a large amount of hose. The brigade did excellent work this morning in checking the progress of the fire..

15/04/1909 The Equity, Shawville Waltham

A wash out on the track near Ralph's crossing about three miles west of Shawville occurred during the night on Wednesday last and resulted in delaying the down train a couple of hours on Thursday morning. On Thursday night the condition of the spot was even worse, with the result that the up train could not proceed to its destination until repairs were made.

15/04/1909 Kemptville Weekly Advance Prescott Bedell

MAN INSTANTLY KILLED

Brakeman Mulligan Met Sudden Death at Kemptville Junction.

An accident occurred at Kemptville Junction on Friday morning resulting in the instant death of H.T. Mulligan of Ottawa, a C.P.R. brakman. The unfortunate man was braking on a Prescott way-freight and had occasion to switch his train past a siding at Kemptville Junction. There was another train already on the siding, Mulligan apparently giving his train the wrong track in error. A collision was the result and as the deceased was standing on the footbeam with his back to the other train he was pinned between two cars and his life was crushed out. So great was the impact that Mulligan's watch was flattened as thin as a piece of cardboard. Death was instantaneous. The deceased is survived by a widow and two children. He had been in the employ of the C.P.R. for eleven years.

15/04/1909 Ottawa Citizen Renfrew

Timely action averts wreck
Of GTR Express near Pembroke
Track had been washed away by freshets
Young man flagged train just in time
Much more but poor quality

16/04/1909 Eastern Ontario Review Prescott Prescott

There was a fire in the C.P.R. roundhouse at Prescott which destroyed three engines and much other rolling stock. The loss will be some \$10,000, fully covered by insurance.

16/04/1909 Renfrew Mercury Locksley Shady Nook crossing

The G.T.R. express train which left Renfrew en route for Pembroke on Tuesday evening, with a larger passenger list than usual, had a narrow escape from being wrecked a few miles from the county town. The evening rain was falling heavily, causing a washout to occur, the discovery of this being made by Nelso Montgomery, a farmer of Shady Nook, who was walking home along the track. By use of a lantern, the train was flagged. As its speed at that point is fast, it must have fared badly had the washout not been noticed by Mr. Montgomery.

19/04/1909 Ottawa Citizen Hammond Rockland

Railway repaired

Floods have finished their work on the Ottawa division of the G.T.R. and on the Rockland branch, where a swollen stream carried away a culvert, the gap in the track, which was about two miles from Rockland has been patched up and trains are running through again. Superintendent Morley Donaldson, who went to Pembroke to investigate trouble in that vicinity, found that the streams had all gone down, and there was no more danger of delay through high water.

22/04/1909 Kemptville Weekly Advance Ottawa, Morrisburg and New York

Pushing the Electric Railway

It is stated that as soon as the snow has gone, work will be commenced on the laying of tracks for the new electric railway from Morrisburg to Ottawa passing through the townships of Williamsburg and Winchester in Dundas county and the townships of Osgoode and Gloucester in Carleton, the southern terminus, as proposed to be the exhibition grounds in Ottawa.

23/04/1909 Eastern Ontario Review L'Orignal Ottawa

The work on the branch from Hawkesbury to Ottawa is completed as far as the limits of Ottawa. The mode of entrance to Ottawa has not yet been definitely settled upon. It is expected that the C.N.R. passenger trains will use the Union Station in Ottawa. They will be run in on a spur line while the through freight from the West will not go into the city yards at all.

27/04/1909 Ottawa Journal L'Orignal Rockland

Rockland. A party of engineers from here went to Janeville on Saturday to survey the road of the C.N.O. Railway into Ottawa.

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.

29/04/1909 *The Equity, Shawville Arnprior and Pontiac*

The railway committee of the commons Tuesday morning passed the bill incorporating the Arnprior and Pontiac Railway company. The head office of the concern to be in Ottawa and the incorporators are A.H.N. Bruce, Robt. Bruce, and J. G. Gibson of Ottawa, Jas. Bell of Arnprior, and H. Kedy, of Fitzroy Harbor. The company is authorized to build a line from a point on the Pontiac Railway between Quyon and Campbell's Bay, across the Ottawa River to Fitzroy Harbor, thence westerly via Arnprior to a point on the Kingston and Pembroke Railway at or near High Falls, Renfrew county; also from Fitzroy Harbor easterly to Britannia and to a point on the G.T.R. near South March, Carleton county. The company is also empowered to build a bridge across the Ottawa river near Chats Falls and to charge tolls thereon. More.

06/05/1909 *Montreal Gazette Morrisburg and Ottawa Electric*

The Morrisburgh-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 Morrisburgh-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.Loutrhridge, B. Louthridge, W.M. Louthridge, J.W. Bogart, R. Merkle 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.

07/05/1909 *Renfrew Mercury Chalk River Renfrew*

Engineers of the C.P.R. and G.T.R. to visit Renfrew to discuss subways and track amalgamation. More.

07/05/1909 *Ottawa Journal Hull Electric*

The double tracking of the Hull Electric approach to the Interprovincial Bridge is nearing completion. About 200 men are working steadily at it, and the scene in this part of the city just now is a lively one.

07/05/1909 *Eastern Ontario Review Montreal and Ottawa Pendleton*

The railway commission was in session in Ottawa this week.. A case of much local interest in the county before the Commissioners. This was the application of the C.P.R. for approval of a new bridge at Cobb Lake, near Pendleton, on the short line between Montreal and Ottawa. This is the point where the flooding takes place every spring and this new bridge is intended to obviate this. Some objections were urged by Mr. Corriveau, engineer of the department of public works, who suggested some changes in the proposed structure. The plan was finally consented to with certain stipulations.

07/05/1909 *Eastern Ontario Review Kingston (CN) Brockville*

On Monday last the C.P.R. express for Ottawa pulled out of the station in Brockville just as the G.T.R. train from Toronto was coming into the station. Four passengers were left at Brockville. The railway Commission will now find out why these passengers were left there.

10/05/1909 *Ottawa Journal Alexandria Central Depot*

The present stone building which has so long done duty for a central station at Ottawa will be demolished as soon as the baggage annex and power house, which is being erected now beside it, is completed. The new annex will be of concrete and brick with sandstone facings. It will be two stories high, with the upper floor being for offices and the ground floor for baggage rooms. Local labor is being given preference on the work, which is expected to be finished by September. Upon its completion the furniture and fittings of the present stone station will be moved into it and work on the new building will commence.

11/05/1909 *Ottawa Journal Ottawa Electric Experimental Farm*

The Ottawa Electric Railway Co. has started a fifteen minute street car service to the Experimental farm from the George Street loop by way of Somerset Street. Upon completion of the Elgin Street loop the cars will run by way of Elgin and Albert Streets.

13/05/1909 *Chesterville Record Ottawa Electric Chesterville*

Chesterville. Remember the grand excursion over the CPR to Ottawa via Kemptville Junction on Wednesday June 2nd, under the auspices of the Winchester W.C.T.U. for hotel funds. Fare from Avonmore \$1.15, Finch \$1.10, Chesterville \$1.05. Arrangements have been made with the Ottawa Electric Railway Co. to carry passengers to Britannia-on-the-Bay, where there are splendid facilities for picknicking, boating and other amusements. Come along, bring your lunch baskets and have a day's outing at this famous resort. Train leaves Avonmore 7.25 a.m., Finch 7.35, Chesterville 7.46. Returning leaves Union Depot, Ottawa, 8 p.m. For full particulars see posters.

13/05/1909 *Chesterville Record Morrisburg and Ottawa Electric*

The Morrisburgh-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. Merkle 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.

13/05/1909 Chesterville Record Alexandria Ottawa Union

A civic building permit for the erection of an power station and baggage annex has been taken out by the GTR at Ottawa. Work was commenced on the annex some days ago. Of the \$50,000 to be expended as stated in the permit, from \$10,000 to \$12,000 probably will be used for relaying the tracks and work required in the yards.

13/05/1909 The Equity, Shawville Waltham Vinton

The mixed train coming east last Thursday was derailed near Vinton, three box cars and the baggage taking the ditch. Very fortunately no injuries were sustained although the train crew had a narrow escape. As a result, traffic was blocked for several hours, both on Thursday evening and Friday morning, the eastbound express being held up for two hours on the latter date. A wrecking train and crew came up on Thursday evening to clear the wreck. The derailed cars were damaged to the extent of several hundred dollars.

14/05/1909 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

A Very Sad Accident

Mrs. Alex Hunter, Stepney (Green Lane) was accidentally killed by a C.P.R. train here on Tuesday night at the station crossing. She was driving home just at train time at 5.30 p.m. She saw the eastbound train pull into the station and stop. She watched this train and attempted to drive across the track, forgetting the westbound train was approaching from the opposite direction. It was approaching very slowly, but she did not see nor hear it. The horse got across safely but the engine struck the rig and Mrs Hunter. She was thrown about thirty feet. Her arm legs and hip were broken. Dr. McDonald was called and Mrs. Hunter was taken to the home of Mr. R. Dunning, where she died a few hours later. Her age was 74 and she was a lady who was widely known and greatly respected. The news of her sad death was a great shock to the community.

Coroner Doyle, Hawkesbury, called a jury together on Wednesday evening and viewed the body, An inquest will be conducted in the West Hawkesbury Township Hall this afternoon.

A husband and a grown up family survive. Mr. Hunter, who has been in poor health for a long time, was overcome when he heard the news of the sad death of his life's partner.

Mrs. Hunter had been taking home one of her daughters, Mrs. Barton, and was just returning when the accident occurred.

14/05/1909 Eastern Ontario Review Montreal and Ottawa

The distribution of flower seeds, bulbs and plants by the C.P.R. to all its station agents is a bigger thing than most people imagine.

There were fifty thousand packages of seeds with thirty two varieties in each, as well as two hundred thousand bulbs.

This was an expenditure that this corporation was not by any means obliged to make.

It is an act that goes a long way to show that the Company's officers have some thoughts for their employees and for the people who cross the continent on their splendid trains.

The act is a most commendable one and deserves more thanks from the public than it is likely to receive.

18/05/1909 Ottawa Journal Hull Electric

The Hull Electric crossover on Laurier Avenue, near Youville street, is gone and the cars are now using the double tracked approach to the Interprovincial bridge. This was the last link in completing a through double track system from Ottawa to Queens Park.

20/05/1909 Kemptville Weekly Advance Kingston (CN)

Suing the Grand Trunk

Through his solicitor, J. Arthur Jackson. John Seal, Leeds, has issued a writ against the Grand Trunk Railway Co., claiming damages to the extent of \$7000 for ten cows killed on the track and two others injured. The accident happened about a month ago near South Lake bridge.

28/05/1909 Eastern Ontario Review L'Orignal Clarence

Clarence. They are now ballasting the C.N.R. in this place. A number of foreigners are employed

01/06/1909 Ottawa Journal L'Orignal

City council approves C.N.O.R. plans for entering the city.--

01/06/1909 Ottawa Journal Alexandria Chateau Laurier

Shows drawing of Chateau Laurier and new passenger station.

03/06/1909 Merrickville Star-Chronicle Belleville Port Elmsley

Accident to the Early Morning Train on Monday

A tube in the boiler of the locomotive hauling the early train Monday morning burst when the train was just east of Port Elmsley. The engineer, Thomas Bennet, of Havelock, although exposed to a stream of boiling water forced from the boiler under 1200 [sic] pounds steam pressure stuck to his post until he applied the brake stopping the train. He was badly scalded around the face and hands. The fireman, Martin Riley was blown from the engine, but caught the end of the tender which saved him from falling between it and the cars.

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 here 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.

08/06/1909 Ottawa Journal Ottawa Electric

Flat wheel on car No. 93.

10/06/1909 Chesterville Record New York Central Berwick

The O&NY work train has been working in this section for some time collecting old ties and filling in the holes between the main track and the switch.

10/06/1909 Kemptville Weekly Advance Ottawa, Morrisburg and New York

NEW ELECTUC LINE

Survey Now Complete as Far as Winchester - Outline of Road to be Followed

The surveying party laying out the route of the Ottawa-Morrisburg electric railway has reached Winchester. The Gravel road is followed north of Morrisburg until Hess' Corners is reached south of Winchester Springs, where the line cuts through the swamp, crossing the headline a short distance east of the Springs. Proceeding, the road will cross the Nation river at Nation Valley and come out in the Summers Settlement, where it turns westward to Baker's Corners. It then runs along the main highway and enters Winchester by St. Lawrence street, turning east on Main street, along which it will run to Ottawa street and proceed to Ormond.

Powerfor Electric Railway

Options are being taken on water powers about the city of Ottawa by Mr. John McFarlane for the Morrisburg and Ottawa Electric railway. Options were taken this week 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 here 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.

11/06/1909 *Eastern Ontario Review* *L'Orignal* *Ottawa*

--The other entrance from the east is the one that has always caused the greater discussion and it will come before the minister on the same date. The latter line, which is the one to Montreal, proposed to cross the Rideau river about 1,000 feet south of the Isolation hospital and cut across to a junction with one of the existing lines near Gladstone Avenue. The company having receiving a subsidy vote from the federal government is going ahead with its line between here and Hawkesbury and the work is sufficiently advanced to justify the belief that the trains will be running to Montreal via Hawkesbury before the end of the year. The grading was finished some time ago.

11/06/1909 *Ottawa Citizen* *Montreal and Ottawa* *Plantagenet*

A Derailment

Traffic on the Canadian Pacific short line was interfered with yesterday owing to the derailment of three ballast cars at Plantagenet. A wrecking crew had to be sent down from Ottawa. The east bound trains were delayed three hours and the Montreal express an hour and a half.

11/06/1909 *Eastern Ontario Review* *New York Central* *Embrun*

Killed at Embrun

On Friday last when the 8.15 express was drawing into the yard at Embrun, Mr. Jos. Brisson, an aged man who resided at St. Onge, was walking on the track, and in some unaccountable manner fell beneath the wheels of the engine and was crushed to death.

Although several persons saw the accident, no one can state positively how it occurred.

The coroner was notified, but decided that an inquest was unnecessary. Blame cannot be attached to anyone in the unfortunate affair.

11/06/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Leonard*

The C.P.R. eastbound train was delayed several hours yesterday through a gravel train getting off the track at Leonard.

11/06/1909 *Eastern Ontario Review* *Beachburg* *Ottawa*

The Canadian Northern Railway has filed at the Ottawa City Hall a plan of entrance to the city from the west in connection with its Toronto line. A notice has been received that an application for approval will be heard by the minister of railways on the 18th of June. The plan as filed shows that the line would be constructed south of the Rideau river and curving gradually to a junction with the New York Central line south of Hurdman's Bridge.

12/06/1909 *Ottawa Journal* *Renfrew* *Lumber Piles*

Map showing the lumber piles in the Dalhousie and Wellington Wards around Rochester street.

12/06/1909 *Ottawa Journal* *New York Central* *Ramsayville*

What might have been a very bad accident occurred at Ramsayville near Mr. R.A. Bickerdon's cheese factory yesterday morning, through a team of spirited horses belonging to a Mr. Courtney Ridgeway taking fright at a passing O. & N.Y. train and bolting. --

17/06/1909 *Chesterville Record* *New York Central* *Berwick*

The O&NY railway company spent a few days recently fixing up the track around the local station. This place needed repairs for a long time, as it had been in bad shape.

24/06/1909 *Ottawa Journal* *Ottawa Electric*

Collision between cars 500 and 230.

25/06/1909 *Eastern Ontario Review* *L'Orignal* *Rockland*

Rockland. The C.N.R. track blasting [sic] is finished up this far.

25/06/1909 *Renfrew Mercury* *North Lanark* *Arnprior*

At a meeting of the directors of the North Lanark R'y Co. held in Arnprior Mr. James Bell, of Arnprior, was re-elected president and Mr. John Stewart, of Waba, again chosen for the office of vice-president.

01/07/1909 *Chesterville Record* *New York Central* *Berwick*

June 28.

Messrs. George Thomas and Gord Murphy took in the excursion to Tupper Lake on Thursday.

Mr. Frank McCadden left last week for Cornwall where he has secured a position in the ONY station.

Several from this vicinity went to Cornwall on Saturday last on the ONY excursion.

03/07/1909 *Ottawa Journal* *Hull Electric* *Ottawa*

Waiting Room Demolished.

Undoubtedly the worst incident that has yet occurred in connection with the excessive and dangerous dynamiting on the new hotel site on Major's Hill Park happened about 6 o'clock last evening when the north side of the Hull Electric Company's waiting room, below the Dufferin Bridge was partially demolished as a result of a blast. A Hull Electric car, waiting to go out, narrowly missed a wrecking, while the passengers inside, among whom were several ladies, received a bad scare and a severe shaking. Had the car been standing nearer the outer end of the platform it almost certainly would have been smashed with perhaps fatal results to those on board.--

08/07/1909 *Chesterville Record* *New York Central* *Berwick*

July 5

About thirty from here took in the picnic to Cornwall. W. Grady and O. Pollock took part in the sports and distinguished themselves in throwing the shot.

A number from here took in the O&NY picnic in Cornwall on Saturday missed the train returning and had to stay in town over Sunday.

09/07/1909 *Eastern Ontario Review* *L'Orignal* *Clarence*

The C.N.O. have been rushing the work in this place for the past few weeks. They have removed the steam shovel to Cumberland and that leaves this place very quiet for the present.

09/07/1909 Eastern Ontario Review Winchester Winchester

Mr. Duncan Mc Kercher of Winchester was fined 50 dollars for leaving his gates at the C.P.R., crossing open. The information was laid by the C.P.R.

12/07/1909 Ottawa Citizen Montreal and Ottawa Plantagenet

Freight Car Blocked Line.

The derailment of a freight car near Plantagenet on Saturday night caused a blockade of the C. P. R. line for a few hours. There was no one injured. The two westbound Transcontinental trains. No. 7 and No. 37, were sent through via Smith's Falls and Carleton Place, passengers for Ottawa coming in on a special from the latter point.

12/07/1909 Ottawa Citizen Kingston (CN) Brockville

Fire at Brockville.

Brockville, Ont., July 11. At five o'clock this morning fire broke out in the G. T. R. freight shed and before it was extinguished the western end of the building in which are situated the offices was gutted consuming a number of papers and requisites, fortunately the building contained little freight and apart from a quantity of freight nothing more was damaged. The loss will be about \$1,000..

13/07/1909 Ottawa Journal Kingston (CN) Brockville

WANT NEW DEPOT

Special to The Journal. Brockville. Ont., July 13.- The partial destruction of the Orand Trunk Rail freight sheds on Sunday morning has led the large shippers of Brockville to move in the direction of impressing upon this company the desirability of the erection of a new depot and freight shed. The board of trade has taken the matter up and yesterday a deputation headed by Mayor Kyle waited on Assistant Superintendent Coleman who was here investigating the extent of the blaze. The claims of the town were pressed home.

Mr. Coleman said the burned buildings would be repaired as inexpensively as possible to make them weather proof and promised to report favorably to the Montreal office the request made by the deputation. Such an important matter would have to be reported to General Manager Hays who is at present in England.

It is the purpose of the Board of Trade to wait personally upon Mr. Hays on his return. The deputation will consist of mayor Kyle, Ex-Mayor H. A. Stewart, K.C and W. C. McLaren. president of the Board.

13/07/1909 Athens Reporter Westport Athens

Safe crackers blew the safe at the B&W station here (at Athens) and escaped with \$13.

17/07/1909 Ottawa Journal L'Orignal

Map showing entrance route of Canadian Northern.

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 Arnprlor 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 Arnprlor branch will run through Britannia, Harwood Plains, Dunrmbin, Kilmaurs and Fitzroy Harbor.

29/07/1909 The Equity, Shawville Eganville Eganville

The C.P.R. have a station house in Eganville the dimensions of which are: 12 x 14 feet with an eight foot wall. The Dstar-Enterprise gives a picture of this hut in its last week issue so there can be no mistake about it. And our cotem, very properly, indeed, is roasting the big company for imposing such a monstrous indignity upon a town the size and importance of Eganville. But the trouble is, these big soul-lacking corporations have somehow been provided with rhinoceros hides.

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

05/08/1909 Ottawa Citizen Morrisburg and Ottawa Electric

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

The Eganville leader says: Mr. J.N. Booth, Ottawa's lumber king is having the iron horse penetrate deeper into his limits west of here. On Monday next Engineer Robt. H. Bruce and party will leave to survey a route for a five-mile extension of the Booth railway from Egan Estate to McAuley Lake. Over this road and down the Grand Trunk line are hauled the logs to be manufactures in to the choicest lumber at the mills in Ottawa.

Derailment Causes Delay

Owing to the derailment of a freight car on the Gatineau Valley branch of the C. P. R. near Maniwaki early last evening the down passenger train due to arrive in the city at 8 p.m. did not arrive till four hours later. A similar accident happened on the same line very recently. Little damage was done other than the temporary holdup of traffic.

Girl Cashier Must Face Trial Committed on Charge of Theft from Railway Company Indicted on Three Charges Brockville, Ont., Aug. 9 Miss Grace Henderson, the young ex-cashier of the Thousand Island Railway Company at Gananoque, faced Magistrate Murphy today in the Brockville Police Court for a preliminary hearing on charges of stealing cheques and cash from the company aggregating \$3,216. There were three separate indictments, one charging the converting to her own use of a cheque for \$500, given on Jan. 19, 1909, by the Gananoque Spring and Axle Company for freight charges; another for \$96, given on the fifth of the same month by McLennan and Shanneman, and third, an accusation of stealing during a period of months in 1908 the sum of 92,620. Only the evidence on the first and second charge was heard to-day. It was shown that the cheque for \$500 was endorsed by Agent Chapman and handed over to Miss Henderson to be credited by her. Sidney Abrams, now a junior in the Bank of Toronto, and a messenger for the railway company last January, testified to receiving the cheque from the defendant, with instructions to get it cashed at the Merchants Bank, which he did and handed the proceeds over to Miss Henderson. Capt. Robertaille, the company's auditor, said there was no record of the cash entry in the books. The evidence on the second charge was not so conclusive, and while committing [sic] the girl for trial on the first, the magistrate reserved his decision. The third charge, that of taking \$2,620 at intervals, will be proceeded with when the court sits again. In the meantime Miss Henderson is out on \$6,000 bail.

Mr. Lagatte, Ottawa is in town filling Mr. Turner's place as driver for G.T.R. Mr. Turner will be in Ottawa for a few days.

While nine Holstein cattle were being driven to the C.P.R. freight shed to be shipped to Ottawa one of the animals fell through the decayed dock into the river. Under the wharf it was in great danger until it was lasoed. With assistance the cow was got out into the river where it was made to swim a couple of hundred yards before a suitable landing was reached. The herd was purchased in this vicinity by R.F. Slater of Ottawa.

Wreck on G.T.R

A mixed train going west derailed a short distance from Barry's Bay at 9.15 last night. W.J. Thurston, fireman, Madawaskar, [sic] is missing. It is surmised he is killed.

A RAILROADER MEETS DEATH

W.J. Thurston, 20 years of age, a fireman on the G.T.R., was killed in a washout accident at Barry's Bay, Monday night at 9.15 o'clock. The washout was due to a cloud burst, which had a damaging effect upon the crops and railroads for miles about. Thurston was firing on a mixed train going west. The engine, tender, four cars loaded and two empties, left the track and rolled over a steep embankment many feet high. Thurston lived at Madawaska, and was a brother of Wm. Thurston, train operator at Alexandria

FIREMAN KILLED

Cloudburst Causes Washout at Barry's Bay.

A mixed G.T.R. train going West on Monday night run into a washout near Barry's Bay at 9.15 o'clock. The engine, tender and four cars loaded with merchandise and two empties left the track, and rolled down an embankment near the lake. The passenger cars did not leave the rails. All escaped unhurt but the fireman. W.J. Thurston of Madawaska. For some time he could not be found but at last was found under a car, crushed to death. He was 20 years of age, and a brother of William Thurston, a G.T.R. operator at Alexandria. The latter has been notified and left for the scene of the accident.

The washout was due to a cloud burst which wrought havoc to crops, and railway lines in that district. It washed away the ballast along the G.T.R. line at different points. It was one of the heaviest rains in many years in that district. However the main line has been repaired and the trains are running as usual.

The New Railroad

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 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 \$4,00,000, is to be in stock and the rest in floating bonds. Over \$200,000 of the company's stock has been bought.

The work of lowering the level of the site for the new station to the required extent will be completed this week and work on the foundation will be started immediately. A stone crusher has been placed in position which will crush nearly all the stone which has been blasted out. The crushed material will be used in the concrete. From the crusher the crushed stone will be elevated to a scaffold that has recently been erected and thus the securing of the stone for the mixing operation will be made easy. An opening will be made on the bridge railing and thus it will be possible for teams hauling materials to the works to back up to the scaffold that the waggons may be unloaded.

OTTAWA CREW HAD NARROW ESCAPE

Passed Over Scene of Barry's Bay Fatality an Hour Previous

A number of Ottawa railway men employed on the Grand Trunk consider themselves very fortunate in escaping the wreck at Barry's Bay. Monday night, caused by a cloudburst and in which W.J. Thurston, of Madawaska, was killed. Just an hour before the accident occurred the Ottawa bound train passed over the spot where the fatal accident occurred. The Ottawa train escaped the violent storm, which caused the washout, and the wreck. When the crew of the Ottawa bound train heard the news of the fatality they considered themselves most fortunate, although deeply grieved at the death of a fellow employee.

20/08/1909 *Almonte Gazette**Winchester*

The grading for the CPR double track between Vaudreuil and Finch will be completed this week and track-laying will be executed in the fall. Mr. J.P. Mullarkey, the contractor for this work, which represents fifty-five miles on construction, says the whole of the building operations will be executed in time to give the C.P.R. a double track all the way from Montreal to Smiths Falls before the end of the year.

20/08/1909 *Renfrew Mercury**Renfrew**Carson Lake*

There was a wreck on the Grand Trunk Railway on Monday through an unusual cause - a cloudburst. The accompanying torrent of rain rushing down a steep hillside undermined nearly a mile of track near Carson Lake a few miles beyond Barry's Bay and a mixed train was ditched before any damage was known. The fireman being killed. Another train had passed only a short time previously. The fireman was W.J. Thurston of Madawaska whose fatal injuries resulted from him being crushed under a car.

20/08/1909 *Almonte Gazette**Renfrew**Carson Lake*

A mixed G.T.R. train going west on Monday night ran into a washout near Barry's bay. The engine, tender and four cars loaded with merchandise and two empties left the track, and rolled down an embankment near the lake. The passenger cars did not leave the rails. All escaped unhurt but the fireman, W.J. Thurston of Madawaska. He was found under a car, crushed to death. He was 28 [sic] years of age, and a brother of William Thurston, a G.T.R. operator at Alexandria. The washout was due to a cloudburst which wrought havoc to crops, and railway lines in that district.

20/08/1909 *Almonte Gazette**Prescott**Prescott*

William Farr, of Brockville, has secured the contract for the brick work of the new C.P.R. roundhouse at Prescott.

20/08/1909 *Almonte Gazette**Chalk River*

Almonte

The new driveway at the C.P.R. freight sheds is proceeding slowly towards completion.

Cobden

The C.P.R. is replacing the sixty pound rails in the Cobden division with eighty-five pound steel to accommodate the increasingly heavy traffic to the west.

Fire broke out in the C.P.R. freight shed at Cobden last week but a tank of patent fire extinguisher quickly quenched the flames before any damage was done.

20/08/1909 *Eastern Ontario Review**L'Orignal*

It is officially announced that the Canadian Northern Railway Company opened its line for freight service between Hawkesbury and Rockland today. This is an important advance in the new line from Ottawa to Quebec which is now rapidly approaching completion. While the distance between Hawkesbury and Rockland is only about 35 miles the opening of that section will enable the company to get its forces organized so that when the line into Ottawa is completed it will be ready to commence operations. It is also announced that the passenger line between Ottawa and Quebec via Hawkesbury and Montreal begins about September 15. Until the C.N.R. has its own line constructed into Ottawa it will use the G.T.R. tracks.

21/08/1909 *Ottawa Journal**L'Orignal**Rockland*

The C.N.O. are at present surveying for a spur in the A.C. Edwards & Co. yards.

26/08/1909 *Ottawa Journal**L'Orignal**Rockland*

Rockland. The Canadian Northern station is about completed and trains are now running daily between here and Hawkesbury. It is said that the road will be ready to carry passengers to the Central Canada Exhibition to be held in Ottawa next month.

26/08/1909 *Chesterville Record**Winchester*

The first of the CPR harvest excursions from the east has arrived at Winnipeg, taking in four thousand harvest hands. There was an agreeable absence of the disorderly disturbance that marked these excursions through Ontario in recent years. This was owing to a new arrangement, the rear car on the train being occupied by special service officers and was used as a temporary jail. All disturbers of the peace were promptly arrested, handcuffed and placed in the temporary cells. After half a dozen were in the cells is served as a wholesome warning to the others.

26/08/1909 *Chesterville Record**Westport*

Brockville Aug 15. After a short illness the death occurred yesterday of Samuel Rothwell, master mechanic of the BW&NW railway, aged 52. deceased was a native of St. Catharines, but spent most of his life in Brockville. Prior to going with the BW&NW Railway he received his training on the GTR and CPR being engaged on Rocky Mountain construction of the latter line. A widow and seven children survive.

26/08/1909 *Ottawa Journal**L'Orignal**Cyrville*

Great activity exists in the vicinity of Cyrville, where the Canadian Northern Railway line is planned, and the work of laying the roadbed is being pushed with all possible speed.

Mr. Bernard Slattery, who owns a farm in the vicinity, has sold twenty-three acres of gravel land to the company at a fancy figure and the output will be used on the road.

The incoming of the railway has caused quite a property boom in Cyrville, where it is likely a station will be erected, and the farmers are jubilant over the fact that they will have easy access to and from the city.

01/09/1909 *Ottawa Journal**Alexandria**Central depot*

The roof of the historic old building that has served as the G.T.R. station for so long is being partially removed today. Though the roof has weathered the storms of over half a century, the workmen find the rafters and sheeting to be perfectly sound.

Workmen today began tearing down the old Central depot. The excavation work is being rushed and on the hotel site men are again at work excavating for the foundations. There is great activity in both places. Several tons of old railroad records are being moved today from the old G.T.R. depot building, which is being torn down. Each page of the old records is very valuable and much care is being taken in the work of transferring them from the dusty files to their new receptacles in the station annex.

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.

The office of the C.N.O. has been removed to Ottawa. Mr. J.L. Mallory, the last of the staff leaves for the capital this week.

Sir Thomas Shaughnessy had an unusual experience early this morning while asleep in his private car, "The Killarney", at the Union station a shunting engine collided with the coach. "The Killarney" was standing on a siding at the Union depot yards about four o'clock this morning when smashed into by a C.P.R. shunting engine.

Sir Thomas was asleep in the car at the time. The rear end of "The Killarney" was badly smashed and the engine was somewhat damaged. Though the occupants of the car received a shaking up, no one was injured. The accident will be investigated.

Sir Thomas arrived in the city at seven o'clock yesterday, and after having transacted his business, returned to his car which had been in the meantime shunted into a siding, and retired.

"The Killarney" was turned around on the turntable in the yards. As the couplings on one end of the car were still good, it was put on No. 8 train for Montreal and the car reached its destination without further incident.

The new automobile recently purchased in Scotland by the Buckingham Rapid Transit Company, arrived here Saturday and is now making regular trips to all trains. Mr. Willie Perason is in charge.

The C.P.R. authorities placed a watchman at the crossing on the Hawkesbury road this week to count the number of carriages and pedestrians that passed over the crossing in forty-eight hours. The information will be laid before the Railway Commissioners when the question of ordering a permanent watchman there is considered in Ottawa next week.

ATTEMPT TO WRECK TRAIN

Ottawa Express Close Call Near Maniwaki.

Saved by Coolness of Eng. Stagg, Ottawa.

Large Boulder and Rail Across the Track.

What appears to have been a well planned attempt to wreck the north bound C. P. R. passenger train from Ottawa at Maniwaki Wednesday morning, was frustrated by the vigilance of Engineer Stagg, who brought his train to a standstill within a foot of the obstructions that had been placed across the rails. About a mile east of Maniwaki, as the train was proceeding along at a high rate of speed. Engineer Stagg noticed an unusual heap of what looked from a distance to be a bunch of roots in the center of the track, a hundred yards to the front of the train. Immediately applying the emergency brakes, he was able to bring his train to a stop within a few feet of the obstruction. On investigation it proved to be a large boulder covered over with roots and grass back of which was a steel rail placed across the track.

The passengers on the train were considerably aroused on learning of the narrow escape they had just had and were loud in their praises of the action of Engineer Stagg, who with such great presence of mind averted what would undoubtedly have been a serious wreck.

At the C.P.R. offices here today it was learned that word had been received of the occurrence, and that one of the company's private detectives was at work on the case. No trace has as yet been found of the parties responsible for the attempted train-wrecking. Engineer Stagg resides at 728 Albert street.

Shows map of proposed line.

The Canadian Northern Railway Company is pushing the work of construction of its entrance to city and work was started today on the bridge which will span the Rideau River about three hundred yards below Hurdman's Bridge. Nine concrete piers will be erected by Angus Sinclair who is building the Hawkesbury - Ottawa section of the line.

The steel superstructure will be constructed as soon as the concrete piers are in shape and it is expected that the line will be running into the Central Depot by the end of November. There are about 150 men now at work in the vicinity of Hurdman's Bridge. There are two construction trains and a steam shovel in operation.

The headquarters of the work have been removed from Rockland to Hurdman's Bridge. J.R. MacKenzie is divisional engineer and J.M. Campbell, resident engineer.

The freight sheds and shops will probably be erected on the Stewart property which abuts on the site of the new bridge.

The first car of steel for the frame of the new G.T.R. station has arrived in the city and is being worked into the foundation of the building. It is just nine weeks ago that the first sod was turned on the site of the new station. Today the foundation walls on the north end and on portions of the east and west sides are completed, workmen were obliged to work down nearly five feet through solid rock to reach the required level.

The most valuable cargo of silk ever transported across the Pacific arrived at Prescott on Wednesday of last week and transferred to Ogdensburg where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000.

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.

16/09/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. crossing

The municipalities of Vankleek Hill and West Hawkesbury have been notified that the Dominion Railway Commission will take up the question of ordering a watchman at the C.P.R. crossing here. The matter will come before the Commission in September 7th. Representatives from the two municipalities are notified to attend. Other crossings both in West and East Hawkesbury and Caledonia may also be considered at that time.,

16/09/1909 *Renfrew Mercury* *Chalk River* *Almonte*

Finishing touches have been put on the subway built by the C.P.R. in Almonte. A metal covering placed over the walk will prevent cinders from dropping down on passers-by.

17/09/1909 *Eastern Ontario Review* *Vankleek* *Breadalbane*

A young man by the name of Dufresne was killed on the G.T.R. track in Breadalbane on Wednesday afternoon. He had come into Vankleek Hill on the morning train and was walking back on the track in the afternoon. There is a big curve and a step down grade at the point where he was killed. It was impossible to stop a heavy freight train when the fellow was seen by the engineer. His body was completely severed in two. He was about 34 years of age and unmarried.

20/09/1909 *Ottawa Citizen* *Belleville* *Perth*

Pitch In At Perth.

(Special to The Evening Citizen.) Perth, Ont., Sep 19 There was a wreck on the C. P. R. here this afternoon at 3 o'clock. Just as the passenger train going east was pulling into the depot there was a freight train standing on the main line. The express train crashed into the van demolishing it and two other cars. There was no one killed or injured. Another train was made up and the passengers transferred. A crew of men was busy until a late hour tonight clearing away the wreckage.

23/09/1909 *Merrickville Star-Chronicle* *Belleville* *Perth*

WRECK AT PERTH

Express Crashes Into a Standing Freight

There was a bad smash up on the C. P. R. at Perth station Sunday but fortunately no one was injured. A freight was standing on the main line when the east bound afternoon express from Toronto to Montreal came speeding along on the same track and a collision was inevitable. The express was so close in before it was noticed that it could not be flagged and after the freight was sighted by the express there was not time to stop. The brakes were applied on the express some what slowed down but it went into the rear end of the freight with a fearful crash. The engineer and firemen after doing all they could to stop their train jumped and escaped injury. The van and several cars of the freight, including a big refrigerator car were badly smashed but the damage after all was comparatively light and no one was injured. It is said the accident was caused by a coupling of the freight train breaking when the train started to pull out from Perth station. While they were hurrying in another coupling the express came along and crashed into it. Word was sent to Smiths Falls and another train was made up here and sent to take the passengers on to Montreal.

27/09/1909 *Ottawa Journal* *L'Original* *Hurdman*

The diamond crossing of the Canadian Northern Railway to cross the Canadian Pacific tracks near Hurdman's was completed Saturday, after several days of delicate operation. The diamond was tested today by the C.P. and found satisfactory. The crossing was procured at Niagara Falls. The work is rapidly being pushed to completion on the country side of the river and the track is now laid to within two hundred yards of the C.P.R. tracks, the old St. Lawrence and Ottawa road. The grade on this side of the tracks has been reduced and the grade where it crossed the Cyrville road has now been raised to a height of eight feet. This will be further elevated to a height of eleven feet.

On the Ottawa side the engineers have already commenced the building of the cement piers which will carry the steel bridge which will afford ingress to the Canadian Northern to the city.. One pier is practically completed at the shore line and two others are in course of construction. To admit of carrying material a temporary wooden bridge has been built as far as the centre of the stream. In all, ten piers will be built, two on the shore to provide for the approaches. It is expected that the laying of steel will be commenced in about three weeks time.

The surveyors stakes show that the railroad tracks will be produced from the bridge to the connection with the C.P.R. right of way about a quarter of a mile south east of the end of Nicholas street. It is understood that the company is to secure running rights from the C.P.R. so that entrance can be made to the Central Depot until such time as the esplanade scheme for all roads is definitely decided upon. There is now an application from the C.N.R. to the Railway Commission to cross Hurdman's road so as to gain access to the C.P.R. tracks.

The C.N.R. is losing no time in an attempt to have the road bed and tracks complete by this fall.

04/10/1909 *Ottawa Journal* *Smiths Falls*

C.N.R. route to Toronto via Smiths Falls is approved.

Indignation when surveyors start to stake a line through the Glebe - -

07/10/1909 *Kemptville Weekly Advance* *Prescott* *Oxford*

RAILWAY DISASTER

Terrible Collision Between Two local Go-Devils on the Canadian Pacific.

(Special Wireless to the Weekly Advance, over our Own Leased Ether.)

Oxford Station. Ont., October 4 What very nearly turned out to be a serious accident causing loss of life, happened near here late Saturday evening. As Messrs. R. Gordon, R. Torrance and Joe Dool were returning home from their work, on Mr. R. Gordon's, Go-Devil, Messrs. Gordon and Torrance being at the helm and Mr. Dool at the brakes, whilst they were running at a high speed they came into collision with Mr. R. J. McGovern who, on his 'Go-Devil' was heading in the opposite direction. The force of the compact was terrific ; men, iron, wood, hats and oaths were hurled in every direction, luckily all escaped with nothing more than a severe shaking, although Mr. Dool complained of internal injuries.

The 'Go-Devils' were badly injured, and are lying in the ditch in a serious condition.

07/10/1909 *Ottawa Journal* *L'Original*

Council having second thoughts on crossing Hurdman road. Article.

07/10/1909 Kemptville Weekly Advance Ottawa, Morrisburg and New York

The final survey for the electric railway between Morrisburg and Ottawa was begun from Morrisburg today. This is the survey which fixes exactly where the grading takes place. The line will run along between the roadway and the edge of the road allowance, thus not interfering with traffic. The grading will begin in a few days and the right of way has been secured for the entire distance. Nearly all the wealthier farmers along the line have shares in the company.

07/10/1909 Kemptville Weekly Advance Prescott Prescott

The most valuable cargo of silk ever transported across the Pacific arrived in Prescott Wednesday of last week and transferred to Ogdensburg, where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000

09/10/1909 Ottawa Citizen L'Orignal

AGAINST C. N. R. LEVEL CROSSING

Official Report Said to Have Been Made.

May Have to Enter Over C.P.R. Bridge.

This Would Entail Slight Route Change.

Chief Engineer Mountain has made his report to the board of railway commissioners on the advisability of allowing the Canadian Northern railway to enter into the city over a level crossing on Hurdman's road. While this report is considered privileged until passed on by Chief Commissioner Mabee, it is understood that Mr. Mountain has reported against the Canadian Northern being allowed the level crossing applied for. Further than this, it is regarded as being almost certain that Mr. Mountain has recommended to the board that the route approved by the city council for the entrance of the C. N. R. into the city be withdrawn and that the road enter instead over the Ottawa & New York and C. P. R. bridge. Mr. Mountain's report will be forwarded on to Judge Mabee at Toronto and judgment will be given at the sittings of the commission which open there next week.

An adverse report, which the commission will in all probability accept, as Judge Mabee's aversion to a level crossing in any form is historic, will be a direct rebuff for the members of the board of control and those of the aldermen who favored the level crossing. Since The Evening Citizen first exposed this danger's full meaning and proximity to the city there has been a considerable change of feeling among the civic fathers and it is expected that if the railway commission turns down the application there will be no dissenting voice heard from the city hall.

The new route will call for the breaking of the C. N. R. line at a point outside the city and the putting in of a wide curve to the tracks of the C. P. R. some three hundred yards to the south of the now approved route. The main line will continue as heretofore right into the property of the old Stewart estate, which the C. N. R. purchased some time ago.

13/10/1909 Ottawa Journal Alexandria Ottawa Union

The stone work on the new station was started yesterday. Several cars of granite have arrived and this quantity will be used up immediately in the first course on the west side of the new building on the portion of the foundation which is now complete. The course of granite will be followed with Indiana limestone.

14/10/1909 Chesterville Record Prescott Bedell

The name of Kemptville Junction has been disbanded and will in future be known as Kempton.

15/10/1909 Eastern Ontario Review L'Orignal L'Orignal

The lumber firm of Stearns and Son and Cote and Co. have commenced shipping lumber via Canadian Northern Railway

19/10/1909 Ottawa Journal L'Orignal

NEW ENTRANCE IS PROPOSED

C.N.R. Will Likely Use Another Route.

May Come in Over Old St Lawrence Tracks.

This Would Avoid Crossing Hurdman's Road.

When the Canadian Northern railway application for a level crossing over Hurdman's road comes up again before the Railway Commission, a new proposal will be made in which the necessity of a level crossing will be avoided. Chief Engineer Mountain and City Engineer Ker have been studying the situation and the result is Mr. Mountain will suggest to the Board an alternative route avoiding any new crossing of Hurdman's road. The suggestion is that the C.N.R. passenger trains enter the city over the old St. Lawrence and Ottawa tracks, now the C. P. R. and that all freight be brought on to the Mackenzie and Mann properly between Hurdman's road and the C. N. R. tracks. This would do away with any new crossing of Hurdman's road. City Engineer Ker considers the suggestion a good one.

19/10/1909 Ottawa Citizen Hull Electric Deschenes

POWER PLANT WAS IN DANGER

Hull Electric Company Has Serious Fire.

Prompt Efforts of Workmen Save the Building.

Car Service Out of Commission for Two Hours.

There was a \$1,500 fire at the Hull Electric company's plant, Deschenes, this morning that destroyed the coil room and tool house and suspended the Hull and Aylmer car service for two hours. The cause of the fire is unknown, but at about 9.30 o'clock one of the dynamo tenders, Mr. Fred Osgoode, observed smoke coming from beneath the door of the tool house. He promptly raised the alarm and in a short space of time the whole of the workmen were collected ready for action. It was found, fortunately, that the hose was in splendid working order and this was got into play in an incredibly short space of time.

Things looked bad, however, and it was feared at one time that the power house might go. But the men worked steadily, those who were not playing the hose bringing water to the scene in buckets. They went fearlessly into the smoke of the coil room and although whenever they touched a wire by accident they were thrown to the ground, they were up and at it again quickly. In the meantime Aylmer was telephoned and the volunteer brigade of that village brought an engine to the scene. But there was no need to use it, for by the time the engine arrived the flames were dying out. The tool house and the coil room were side by side so that there was no hope of saving the latter. They were both frame buildings, metal sheathed, about 20 feet square. The power house was some distance away and luckily the wind was blowing away from it. "Had it not been," said Mr. G. Gordon Gale, superintendent of the Hull Electric, to The Citizen, "nothing could have saved the power house." As it was, it was slightly scorched. Mr. Gale said that as soon as the fire was out gangs of men were put on to repair the resistance coils and that they would be in permanent working order by this afternoon. A new house will have to be built over them as soon as possible. When the shocks were felt by the fire-fighters the power was shut off immediately. The cars were running again about 11 o'clock.

Aylmer is lighted from this plant but the service will be all right for tonight.

SERIOUS FIRE AT DESCHENES

Power House Building Destroyed This Morning.

Damage Will Amount to Over \$2,000.

Car Service Disabled Almost Three Hours.

Fire, the origin of which is not known, broke out at the Hull Electric Company power buildings at Deschenes at nine o'clock this morning and burned for over an hour and a half, during which time all the cars on the line remained stationary. The damage amounted to between two and three thousand dollars.

The fire broke out in one of the tool houses, which is situated near the machinery building, adjacent to the main building. The tool house a small building, was destroyed, after which the fire worked into the machinery building, almost razing it to the ground. The employees about the works were formed into a fire brigade. Three streams of water were turned on the flames and twenty five men with buckets were started to work. It was only the result of the fine work of the employees that the whole works were not completely consumed.

The buildings and contents were all insured. Much damage was done the machinery in the buildings.

The fire was first discovered when one of the operators noticed smoke issuing from the tool house. He went into the building and discovered a small blaze. He hurried out for a pail of water, but when he returned the building which contained oils and other inflammable materials, was all ablaze.

The car service was resumed shortly before twelve o'clock.

29/10/1909 *Eastern Ontario Review**Montreal and Ottawa**Caledonia Springs*

The Canadian Pacific has other means than its telegraphy wires and its mail train to carry news. Two carrier pigeons belonging to the company's stock at Caledonia Springs, were released the other day by Mr. Geo. Duncan from the Ottawa city ticket office of the company, and covered the distance in a short order. Tied to them were messages to manager Cole, Caledonia Springs Hotel. The birds are the third generation of a flock originally brought from Boston, and for some time they displayed a marked tendency to make back for the centre of culture and baked beans. The company has constructed a special loft for the pigeons and the later generations are content to stay at Caledonia. Every now and then a couple of the birds are taken away a hundred miles or so and then released. They invariably find their way back home with unerring exactitude.

02/11/1909 *Ottawa Citizen**Waltham**Aylmer*

Suing the C.P.R.

Woman seeks heavy damages for injury

Lamed for life by leaping from a train whilst in motion at Aylmer in November last, Mrs. John Watters of Eardley brought suit against the C.P.R. in Hull superior court this morning for \$1,999.99 damages. Her claim rested on the allegation that the train was started before all the passengers had a chance to alight, and that three were perforce obliged to jump. She was one of the three. The other two landed safely on the platform, but she fell and was detained in an Ottawa hospital for 88 days recovering from a fractured hip. Her leg in consequence would be permanently stiff. The case for the C.P.R. was that the train stopped a sufficiently long time to allow everyone to get off, and that passengers were warned of the approach to Aylmer by the conductor. When the train had started again gross negligence was shown by Mrs. Watters in attempting to get off. The case is still in progress this afternoon.

Mr. C.J. Brooke appeared for the woman and Mr. T.P. Foran for the C.P.R.

NB. Page one of the Citizen shows the date erroneously as 1990, other pages show 1909.

02/11/1909 *Ottawa Citizen**Ottawa Electric*

Action Against O.E. Railway

Arises out of passenger carrying parcel

Man refused to pay extra and so was put off

Writ issued claims damages from company

A writ launching a very interesting case will be issued by Mr. John R. Osborne on behalf of Mr. David Rotkin against the Ottawa Electric railway company. Rotkin claims that he got on a streetcar on Gladstone avenue with a parcel in his hands. He put his ticket into the box, and then the conductor told him that he had to put in another ticket because the parcel was so large. He refused, and to use the plaintiff's own terms "He grabbed me by the whiskers and threw me out." He is suing for \$500 damages.

Superintendent Hutcheson to the Citizen said, that passengers were allowed to carry personal baggage not too large without extra charge on the cars. However, bulky parcels were charged for, by the passenger being required to put in an extra ticket.

This case should prove an interesting one, the manner in which Mr. Rotkin was handled, and the question of the size of the baggage coming into evidence.

NB. Page one of the Citizen shows the date erroneously as 1990, other pages show 1909.

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. MacFarlane 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

Alfred Peat Bog Said to be Valuable

-- a peat bog of about 300 acres at Alfred, a little distance from Ottawa, on the C.P.R. The peat here is of good quality and eight or nine feet thick. Extensive works have been installed and the manufacture of peat fuel by air-fried process has been successfully established.

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Some heavy blasting is being done by the C.N.R. on the spur line going into the lumber yards.

CANADA GAZETTE NOTES

contains many notices of intended applications for legislation

The Kingston, Smiths Falls and Ottawa Railway

CANADA GAZETTE NOTES

contains many notices of intended applications for legislation

The Dominion Central Railway

Railway Asks Extensions.

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

NOTICE IS HEREBY GIVEN

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

SMITH & JOHNSTON.

Ottawa, Ont.,

Solicitors for the Applicants.

Dated at Ottawa this thirtieth day of October, 1909.

Also in the Kingston Whig Standard 22 November 1909

CHILD KILLED BY TRAIN.

Boy Hurlled to Death by the International Limited .

An Iroquois dispatch says: A distressing accident happened here on Saturday afternoon west of the Grand Trunk Railway station, when the 10-year-old son of Mr. William Steacy, of the village, lost his life by being killed by the International Limited, the fastest passenger train on the system.

From what can be gathered from those who witnessed the fatality, it appears that young Steacy and his sister were watching a westbound freight ascending the steep grade just west of here, when the eastbound limited hove in sight on the same track as the children were standing.

The little boy evidently did not see the express, which was running fully 70 miles an hour on the down grade, and he was hurled to death in a few seconds. The other child managed to get clear of the rails by stepping on the devil-strip. No blame for the unfortunate affair can be attached to the railway men, as the children had no business [sic] on the company's premises. An inquest will be held.

The CPR has purchased a farm near Osgoode station for \$10,000. It was secured by the company for its gravel pits which are said to be the best between there and Montreal. The farm was in the possession of the Low family for sixty years and in all that time no gravel was ever taken off it. Also in the Renfrew Mercury 12 November.

The big derrick used in hoisting the large blocks of stone to walls of the new Central Depot smashed yesterday at about 10:20 while lifting one of the biggest blocks of stone.

The derrick is gauged to lift two tons, and the stone on the cable is said to weigh about that much.

City Engineer Kerr made a survey yesterday of the C.N.R. tracks at the corner of Gladstone avenue and Nelson streets near Hurdman's road, and found that the railway was encroaching upon the street property. One rail extended four feet and another fifteen feet out into the roadway, together with several ties.

Mr. Kerr has written to the C.N.R. and notified them to remove their tracks at once off the roadway.

In view of the fact that the Railway Commission has refused the C.N.R. even a temporary level crossing over Hurdman's Road as a means of entrance to Central Station, it is probable that a temporary station will be erected in the vicinity of the intersection of Gladstone avenue and Nelson street. The railway line is now connected and ready for traffic from Quebec to Ottawa, and stations have been built all along the line even at Cyrville, just outside Ottawa. The C.N.R. officials in Ottawa who engaged upon the work at Hurdman's Bridge express ignorance of any such a move; but others who are known to be well in touch with the work claim that a temporary station near the Hurdman's Road will be erected soon.

That work will be begun in the course of a few days upon the construction of a temporary passenger station near the intersection of Gladstone avenue and Nelson street, was the statement made to the Journal today by the C.N.R. officials engaged upon the work now in progress at Hurdman's Bridge.

"Have any regular trains been run over the line as yet?" was asked.

"Nothing so far except the construction trains," the official replied.

Continuing, he intimated that it would be some time yet before regular trains would be run but the temporary station would be erected immediately.

As announced in the Journal yesterday the Canadian Northern Railway will proceed at once with the erection of a temporary station near Hurdman's road and Gladstone avenue. His morning a permit was applied for and granted at the city hall for the erection of a temporary station, office and freight shed, to cost about \$5,000.

The building to be utilized as an office and station will be 20x40 feet and the freight shed 30x80 feet. Both will be ironclad structures. The work of construction will be begun immediately as regular trains will be run over the line from Quebec to Ottawa in a few days.

Freight Trains Collided

First One Broke Down and Other Crashed Into It in Fog

A collision between two Grand Trunk freight trains four and one half miles east of Morrisburg Sunday morning at 6.10, caused a bad smash up, and was nearly attended by fatal results. Two freight trains were going west in charge of Conductors Casselmen and Grierson, of Montreal. The first one broke down and the rear brakeman was sent back to flag the one approaching from the rear, which was running twenty miles an hour at the time. Owing, however, to the dense fog, the signals could not be noticed and a rear-end collision resulted. The conductor and brakeman, who were in the van narrowly escaped, while Engineer Green of Brockville and the fireman, jumped and escaped with light injuries. In all fifteen cars are said to have been derailed, . Four cars, including two flats, all empties, and the caboose were piled as high as the telegraph poles and so completely wrecked that it was found necessary to burn them. The colliding engine, No. 875, was also badly damaged.

19/11/1909 Renfrew Mercury Ottawa Valley

The Ottawa Valley Railway Company will, at the next session of parliament, apply for the passing of an act to authorize and confirm agreements with other companies, to increase the bonding powers and to acquire, use and dispose of electric and other power.

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.

22/11/1909 Ottawa Journal L'Orignal

The Canadian Northern Railway has asked the Railway Commission for inspection of its new line from Ottawa to Rockland that it may be opened for traffic. This means that Ottawa will have a new connection with Quebec later this month as the Canadian Northern line is open and running from Rockland to Quebec.

24/11/1909 Ottawa Journal New York Central Chrysler

The new station of the Ottawa and New York Railway at Chrysler will be opened next week. The building, which replaces the one burned several months ago, is of concrete. It is two storeys high and one of the most attractive station buildings along the line.

25/11/1909 Ottawa Journal Alexandria Chateau Laurier

An unusual incident occurred yesterday between the C.P.R. and G.T.R. companies. The Railway Commission recently approved of the Grand Trunk building a siding from their yards to the Chateau Laurier site crossing the C.P.R. property at the Dufferin Bridge. The siding is required to facilitate the moving of building material from the yards to the hotel site and was to be built for the convenience of the Fuller Construction Co. Work was commenced on the siding and the rails were laid to a point where it was necessary, in order to go further, to cross C.P.R. property. At this point yesterday the men employed on the siding were met by a C.P.R. constable who threatened with arrest any man who would drive a spike on the property. As a result of the stand taken by the C.P.R. it will be difficult for the Fuller Co. to move the several carloads of steel and stone that are now standing on the sidings in the yards.

Papers Not Served.

The Canadian Pacific officials have no reason to give for their actions in the matter. Mr. Spencer, local superintendent, was spoken to this morning and he would give nothing out in regard to the matter. He stated that the constable was on the spot as a result of his orders. Further than this he declined to discuss the matter. Mr. Morley Donaldson, of the G.T.R. could offer no explanation for the actions of the C.P.R. in refusing to acknowledge the Railway Committee decision in the matter.

Work on the Chateau Laurier will doubtless be seriously held back until such time as the C.P.R. may be forced to permit the construction siding to be built across its property.

While it appears that the Railway Commission has approved of the spur line into the Chateau Laurier over the C.P.R. track, official papers have not yet been served. Inquiry at the Railway Commission office this morning elicited the information that the order will be served to-day or tomorrow.

26/11/1909 Ottawa Journal Alexandria Chateau Laurier

In regard to the spur line which the G.T.R. wants to build from the Central station to where men are working building the Chateau Laurier, and which would necessitate the passing over C.P.R. property, the formal order of the Board of Railway Commissioners allowing this will probably reach the C.P.R. authorities tomorrow.

The Journal told yesterday of the G.T.R. attempting to build this siding and of the threat that workmen would be arrested if they drove a spike on C.P.R. property.

From what can be learned there will be no great delay.

Draft order.

An official at the Railway Commission office this morning explained to the Journal that some weeks ago the Board (composed of Judge Mabee and Messrs. Scott and McLean) issued a draft order which practically allows the G.T.R. to cross the C.P.R. property.

The final official order to the C.P.R. was not issued and has not been yet; and thus the C.P.R. is quite within its legal rights in refusing to allow the G.T.R. workmen on their property until they get it. A copy of the draft order was some time ago sent to the G.T.R. solicitor in Montreal and one to the C.P.R.

Only trifling

It was explained at the Railway Commission office that there was no difference between the Board and either of the railways; if anything it was only a trifling matter between the G.T.R. and the C.P.R. The Board had made an order, and before long those concerned would be notified as to that order.

Mr. Donaldson, superintendent of the G.T.R. division here, and Mr. Spencer, in charge of the Ottawa division of the C.P.R., today, had nothing for publication in addition to what was stated yesterday.

26/11/1909 Ottawa Journal L'Orignal Hurdman

Already the roof of the temporary station which the Canadian Northern Railway is erecting near the end of Gladstone avenue is being added and it is expected that by December 5th the station will be in condition for use. A large gang of men is at work on it.

This will complete the new line from Quebec to Ottawa for the present, for the tracks are already laid and with the exception of a little grading, which is being rapidly completed, the tracks are ready for use as far as the station. One of the construction engineers stated yesterday that were the station complete the trains would already be running.

The station, although a temporary one, will be a better class than the majority of citizens believe. It is a wooden structure of fair size and of plain design. Across the track the freight office and shed is being constructed and when the whole is complete it will be very convenient. It is about a hundred feet from Gladstone avenue.

There is quite a large gang of men at work on the completion of the track, but for all practical purposes it is ready for use.

It is expected by men connected with the railway that through trains will be running from Quebec to Ottawa within a week after December 5th.

26/11/1909 Ottawa Journal Alexandria Moose Creek

Work is at once to be started on two new railway stations which the Grand Trunk authorities will erect. One will be at Moose Creek and the other at Heneyburg near Coteau. The foundations will be of concrete and the superstructures of wood.

26/11/1909 Eastern Ontario Review L'Orignal

The Canadian Northern Ontario Railway Co. has made a formal application to the Railway Commission for an inspection of its line from Rockland to Ottawa. This foreshadows an early opening of the line and will give the C.N.R. a direct line between Ottawa and Quebec via Hawkesbury.

26/11/1909 Ottawa Citizen Alexandria Chateau Laurier

Reason of Delay.

At the railway commission today it was stated that the delay in issuing the order respecting the spur line to the Chateau Laurier, was due to a draft that was submitted to the G. T. R. not being returned. The companies were consulted as to the terms of the order, and the C. P. R. at once returned the draft, while it has not yet come from the G. T. R. The formal order will issue at once. In the meanwhile the C. P. R. was within its rights in taking the stand it did.

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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29/11/1909 Ottawa Journal L'Orignal

--A temporary terminus in Ottawa near the Ottawa and New York station will be utilized until the decision of the Railway Commission is given in regard to the use of the Central station, although the road thereto has been practically completed.--

29/11/1909 Ottawa Journal Alexandria Chateau Laurier

Railway Clash Delaying Work

The clash between the Grand Trunk and the C.P.R. over the former's proposed spur line from the yards to the site of the Chateau Laurier over the latter's property has not yet been definitely settled and consequently the contractors at the new hotel are experiencing much inconvenience in waiting until a settlement can be reached. They are unable to begin the steel construction work until such time as the rails have been laid into the property over which the many carloads of building materials may be hauled.

--matter now rests with the solicitors--

02/12/1909 Ottawa Citizen L'Orignal Ottawa

FIRST REGULAR TRAIN DEC. 5 .

C. N. R. Passengers From Quebec Here Sunday.

First Train Out on Sunday Night at 8.30.

Preliminary Arrangements on New Railway.

The first regular passenger trains in out of Ottawa on the C. N. R. will run on Sunday, December 5. Mr. Tombs, the general freight and passenger agent for the eastern lines the C. N. R. is now in Ottawa completing arrangements with Mr. S. Montgomery, the newly appointed local freight and passenger agent.

The first passenger train from Quebec, over the line to Ottawa, will leave the Ancient Capital at 11 o'clock Saturday night arriving in Ottawa at 7:45 o'clock Sunday morning. The first passenger train out of Ottawa will leave Sunday night at 8.30 o'clock arriving in Quebec Monday morning 8.30 o'clock. This will be a daily service. The equipment on this route will all be new, the through buffet sleepers being of the American palace car type, a combination parlor and sleeper car. The beds, when not in use are carried in a recess under the coach. This road will pass through some of the most attractive scenery this side of the Rockies, including thirty miles along the Ottawa river and forty miles skirting the St. Lawrence. One end of the cars will therefore be fitted up as observation cars. Breakfast will be served on board, also dinner when leaving Ottawa, if desired.

In addition to these through trains there will be local trains leaving each day at eight o'clock in the morning for Rockland, Hawkesbury, Lachute, Joliette and other points, returning in the evening. Mr. Tombs in conversation with a Citizen representative, expressed the hope that the road would receive good encouragement, both as to freight and passengers, as new territory was opened up to Ottawans and the new line was resulting lower passenger and freight rates.

It has already been stated a temporary station is being erected on the corner of Gladstone avenue and the Hurdman road and a bus will run to from all trains between the station and the city office which will be located, temporarily at least, in the Russell house block.

In the summer time a specially arranged tourists' trip from New York, arriving in Ottawa, will be arranged.

02/12/1909 Chesterville Record New York Central Chrysler

The new station of the Ottawa and New York Railway at Chrysler will be opened next week. The building, which replaces the one burned several months ago is of concrete. It is two storeys high and one of the most attractive station buildings along the line.

02/12/1909 The Equity, Shawville Waltham

A gravel train, with its complement of Italians, was at work last week removing gravel from Wallace's Cut, to some point east of Shawville.

03/12/1909 Ottawa Citizen Alexandria Chateau Laurier

That Spur Line

Railway Board Issues Permissive Order.

The railway commission issued an order today which disposes of the dispute between the Canadian Pacific, Hull Electric and Grand Trunk railways over the application of the G. T. R. to build a spur line on C. P. R. property, to the Chateau Laurier. The order authorizes the applicant to construct, maintain and operate a spur line for the purpose of carrying out its hotel project. The order provides that men are to be stationed at the point where the spur line will cross the Hull Electric at all hours of the day and night. The companies are ordered to confer with each other as to the hours at which shunting can be most conveniently done, and in the event of failure the board will undertake to settle it. The G. T. R. is given the right to shift the spur to its own property at any time and if any dispute arises it is to be dealt with by the chief engineer of the board.

03/12/1909 Renfrew Mercury Eganville Eganville

C.P.R. officials had conference last week with the municipal authorities of Eganville regarding the station difficulty there. The railway men said that they were prepared to spend \$3,000 in building a station on part of their property west of the municipality, but that they were not prepared to expend \$10,000 in buying land and building new station and freight sheds down in the heart of the village where the people most desire it. The village is considering presenting the company with a site or getting them to build at the point of their property nearest to the village.

SPUR LINE WILL BE COMPLETED

C.P.R. Has Withdrawn Objections to G.T.R. Line to Chateau Laurier.

The Grand Trunk Railway Company by the official order issued yesterday by the Railway Commission may now go on with the construction of the spur line into the site of the Chateau Laurier regardless of whatever stand the C.P.R whose tracks they must cross in building the siding may take. A gang of workmen are employed on the spur today, and on Monday it is expected that it will be completed. The C.P.R. has withdrawn their objections to the work.

04/12/1909 *Ottawa Citizen**Smiths Falls**Smiths Falls*

A special meeting of the town council was held on Monday evening at which there was a full attendance of the council. Communications from the board of railway commissioners to the effect that the C. N. R. had applied for authority to construct its line and tracks across certain highways in the town

06/12/1909 *Ottawa Citizen**L'Orignal**Ottawa*

FIRST TRAIN ON NEW RAILWAY

C. N. R. of Ontario Came Into Ottawa.

Inaugurating New Service on Sunday.

Railway Men Interested in the Event.

With the arrival in Ottawa yesterday morning of the first passenger train over the newly constructed Canadian Northern Ontario railway, new era in transportation facilities has dawned for the Capital of Canada. No small event in the history of the city was the inauguration of the C.N.R. train service yesterday, as one more big link was added to the East and Atlantic seaboard connection.

There were about a thousand people at the station to the south of Hurdman's road when the train pulled in at 11.30 o'clock, and many pleased expressions were heard from the crowd over the magnificently equipped engine and passenger cars. The train, was made up of engine 180, a big "Kingston" type passenger engine. one baggage car. three passenger coaches and one sleeper. Conductor J. B. Hibbard. Montreal, was in charge, and the train crew was composed of James Latter, Montreal, engineer; J. Roy, Montreal, fireman, L. McAllister, Montreal trainman and W. Lewis, Montreal, baggageman. Among those on board were: General superintendent. F. M. Spidal, Montreal, general manager and freight agent, Guy Tombs. Montreal, and Supt. Richardson, master mechanic, T. C. Hutchison, general car foreman, A. R. Holtby. Quebec; besides over two hundred passengers picked up along the line. who crowded the coaches.

Owing to a recent order of the railway commission the C. N. R. have been forced to build a temporary station to the south of Hurdman's road, as the order prohibited them coming over the road on the level. It is probable that a subway will be built in the near future to permit of the line running; into Central station. The C.N R. have opened an uptown office in the Russell house block, 30 Sparks street. which is in charge of Mr. S. J. Montgomery, city freight and passenger agent. Mr. John Leyden is station and freight agent.

With the coming of the C. N. R. the time of travel between Quebec and Ottawa is materially cut down. Yesterday's train left Quebec at 11 p.m. Saturday night and for the first trip with heavy traffic: made excellent time. The return trip was started at 8.30 last night, the due time at Quebec being 7.20 a.m. There will be two passenger trains each day leaving Ottawa at 7 a.m. and 8.30 p.m. and two due to arrive at 6.10 p.m. and 9.45 a.m. Much favorable comment over the finely appointed cars, which the crowd took the opportunity, to look over. The American Palace Car company's sleeper was an object of especial interest. These beautiful cars are convertible into chair cars in the day time, but at night the chairs are put down through the floor. of the cars and the beds come up. A buffet is maintained in connection with these cars and the service is exceptionally good. The day cars are all new.

There were many prominent citizens and. railwaymen down to greet the arrival including Messrs. R.W. McCormick, asst. supt. C.P.R., Geo. Duncan, city ticket agent C.P.R. and others.

The company supplied free motor buses to the station for both morning and evening trains and these were taken advantage of to the full. The buses will leave the Russell house each day one half hour before train time for the convenience of passengers.

06/12/1909 *Ottawa Journal**Renfrew**Silicate Brick*

Silicate brick appeals taxation assessment on the machinery on their plant in Ottawa East.

The first train direct from Quebec City to Ottawa reached the Capital yesterday morning at about 11:30 o'clock and marked the entrance of the Canadian Northern Railway into this city.

The initial trip was successful in every way. Upwards of 400 passengers from Quebec, St. Jerome, Joliette, Lachute, Montreal and Rockland reached the new railway station at the corner of Hurdman's road and Gladstone avenue. They found there between 300 and 500 people to meet them.

The train consisted of six coaches drawn by engine no. 180. And of the coaches one was the convertible buffet sleeper "Balmoral" and another the convertible parlor car "Medley". As the train approached the bend in the track near the station it was assisted by a second engine; but with the exception of this the entire trip was made with the one engine drawing the six coaches, which were all crowded.

Second occasion.

Among the passengers was Mr. S.J. Rolland, ex-mayor of St. Jerome. It is interesting to recall that he was on the train that made the first trip from St. Jerome to St. Sophie, twenty-one years ago, and which line has since become part of the Canadian Northern system.

The train crew consisted of: conductor, Mr. G.B. Hibbard, Montreal; brakeman Mr. Lawrence McAllister, Montreal; baggageman, W. Lewis; engineer, Mr. James Later, Joliette; fireman, Mr. Joseph Roy, Montreal.

The train left Quebec at 11:15 o'clock Saturday night. Under the new timetable, which goes into effect at once, the train will leave there at 11 o'clock each night.

The officials claim this route from Quebec to Ottawa is shorter than any other and that as a result the travelling public can now go from the Capital to Quebec quicker than ever before.

Ottawans who are now going to Europe will now be able to leave here by the C.N.R. at night and reach Quebec in time to go on the ocean liner the next morning.

Officials Abroad [sic]

Many officials were on the train -- full details--

The station quarters now used are only temporary. It is intended as soon as the necessary permission of the Railway Commission is forthcoming, to make arrangements so that the C.N.R. trains can come into the Union station. Until then an arrangement has been made for taking passengers to and from the temporary station. Motor buses will leave No. 30 Sparks street, the city office of the C.N.R. half an hour before all trains leave, and will also meet the trains.

Were entertained.

There were several Quebec newspapermen on the train and with others were entertained in the parlour car of the train by the C.N.R. officials.

On the arrival here the officials had luncheon at the Russell House. They were welcomed by Mr. Guy Tombs, general passenger agent, Montreal and Mr. S.J. Montgomery, general freight and passenger agent, Ottawa, and by Mr. F. Williams on behalf of local newspaper men. After that they had an automobile ride and visited many of the points of interest in the city.

In charge here.

Mr. Montgomery is in charge here, while Mr. John Leyden will attend to business at the Gladstone avenue station.

A "Y" has been built on the Cyrville road near the station, which will enable the engine to be turned around so as to allow of making the return trip. Freight sheds are well under way and will soon be completed.

The intention is to have a train leave Ottawa every day, including Sunday, at 8.30 o'clock and one will arrive each morning at 9.15.

Besides this there will be a daily service (Sundays excepted) from here to Joliette. This train will leave each morning at 8 o'clock and get back to the Capital at 6.10 p.m.

The cars supplied are most comfortable, are well heated, and there is every accommodation for the travelling public.

Advantage to Rockland

The present service does not connect directly with Montreal, and any Montrealers who were on the train reaching here yesterday connected by way of the Joliette branch out of Montreal. The C.N.R., however, intends later on to have a Montreal branch and a direct service from here to there.

Work on this line is to be started in the spring.

The new line will be a decided advantage to residents of Rockland and other places quite near to the city. Heretofore, they have been able to come to the city on week days but not on Sundays. By catching the Quebec-Ottawa train each morning they can now spend the Sunday in the Capital, returning the same night.

The Railway Commission dealt with an application from the town of Eganville for a better station accommodation yesterday afternoon and ordered the C.P.R. to build a new depot. The company promised to erect a building similar to the one at Stittsville. The company also agreed to put planks between the tracks when necessary.

First Train.

The first train over the new line of the Canadian Northern Railway from Quebec to Ottawa arrived at Ottawa on Sunday morning at 11.30 o'clock.

The new road runs through a country which has never heretofore been served by a railroad. Along the way are a series of flourishing rural centres and a prosperous farming community. The distance from Ottawa to Quebec is shortened by two hours.

Clarence. It is quite lively for those living close to the new C.N.O. railway with so many trains passing each day.

Train service Now Open

Referring to the opening of the new train service on the C.N.R. from Quebec to Ottawa the Free Press says:

For a distance of 60 miles the line skirts the south shore of the Ottawa river, from the Capital to Hawkesbury. In this way a new chain of summer resorts for Ottawa people is opened up, and that many pleasure grounds will spring up along the river front is sure to be the case. The portion of the Ottawa touched is one of the prettiest sections of the entire river. Approaching Quebec the track skirts the St. Lawrence for a distance of 30 miles, making an excellent scenic route between Ottawa and Quebec.

But there is an advantage involved of greater significance to Ottawa, for a great distance the road runs through a country which has never heretofore been served by a railroad, and for its entire distance, the line gives a more direct connection with Ottawa of many busy hives of industry between Ottawa and the Ancient capital. A series of flourishing rural centres that the road will for the first time endow with the advantage of a railroad are Orleans, Cumberland, Wendover, Treadwell, Jessops Falls and L'Original. These are the villages of a prosperous farming community and all have a population of 5,000 people. With convenient local service these people acquire the habit of going to Ottawa to do their buying and general business. There is also afforded a more direct connection with Ottawa and the busy towns of Lachute, St. Jerome and Hawkesbury, which possess a population of 7,000. Trade between these places and local concerns is sure to feel a new impetus.

The equipment for the Ottawa division is as new and thoroughly up to date. A novel feature are the new palace cars of the convertible type, such as are in use on some of the larger American roads. The main feature of this type is that when the berths are not in use, they can be lowered in a recess beneath the car and moveable upholstered chairs take their place giving the car in the day time the appearance of a private or parlor car. At night the chairs are placed in the recess and the berths arranged in position. The porter in charge of one of the cars yesterday gave a demonstration of changing the car from one style to another, and all who witnessed it were much astonished at the simplicity and ingenuity of the arrangement, and also the comfort and roominess given to the car when used for day service.

The first-class cars are high backed 40 seat car finished in green plush and the second-class cars are comfortably upholstered leather seats.

A local service is provided for between Ottawa and Joliette daily except Sundays leaving at 8 a.m. and returning to arrive at Ottawa at 6.10 p.m.

The daily through sleeping car service leaves Ottawa at 8.30 p.m. and arrives at Quebec at 7.30 the following morning. Returning it leaves at 11 p.m. and arrives at Ottawa at 9.45 the next day. Passengers from Ottawa can have their dinner on board when leaving and in the morning, returning, can procure breakfast on this train.

The temporary city office of the C.N.R is located in the Russell House Block, and is in charge of Mr. S.J. Montgomery. A motor bus will leave the uptown office one half hour before each train is scheduled to leave or arrive and carry passengers and baggage to and from the station. Mr. John Leydon is in charge of the depot.

The C.N.R proposed to commence construction early next spring of a line from Hawkesbury to Montreal. The route when completed will provide the shortest means of getting to the metropolis. That portion of the Ottawa Quebec line as far as Hawkesbury has been in operation for two years. The track in the immediate vicinity of the temporary station on Hurdman road is scarcely down a week so is in a rather primitive condition. Up to within half a mile of the city, the roadbed is well ballasted and in excellent shape.

10/12/1909 Renfrew Mercury Eganville Eganville

The Board of Railway Commissioners has ordered the C.P.R. to build a news station at Eganville and put planks between the tracks through part of the village. The laurel wreath should rest on editor Dan A. Jone's brow. He forced the fighting.

13/12/1909 Ottawa Journal Alexandria Chateau Laurier

The Grand Trunk has removed the switch and rails connecting the C.P.R. with the Chateau Laurier on the complaint of the C.P.R. This is the spur line which caused considerable difficulty between the two companies recently.

The arrangement as it was, was considered as interfering with the work of the C.P.R. main line.

The G.T.R. will make a change which will give access to the Chateau Laurier and at the same time not interfere with the C.P.R. main line.

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.

14/12/1909 Ottawa Citizen Alexandria Chateau Laurier

WORK IS HELD UP.

The heavy fall of snow and the inclement weather caused a temporary cessation of all work on the construction of the Chateau Laurier. Over on the G. T. R. station the laborers are still working but the bricklayers and skilled mechanics are idle.

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.

18/12/1909 Ottawa Citizen Prescott Osgoode

CROSSING FATALITY

Mrs. T. Hunt of Osgoode Loses . Life While Driving.

(Special to the Evening Citizen.) Osgoode Station, Dec. 17. Mrs. Thomas Hunt, wife of a farmer residing near here, was instantly killed in a collision with the evening C.P.R. passenger train at Dillon crossing, two miles south of Osgoode station. The woman was in a buggy driving with some produce to market. It appears that, from the account of Mrs. Dillon, a woman who saw the accident, that the late Mrs Hunt lost control of the horse, which ran as though excited towards the crossing. It had just reached the rails when the train, going at twenty-five miles an hour, caught it in the rear, tore the shafts from the buggy, and threw the unfortunate woman about thirty feet. It appears that her head had struck a telegraph pole. Her head was terribly mutilated. When found life seemed almost extinct, although the pulse was still slightly beating. The horse was also killed. After the accident the train, which had gone past the crossing, about a hundred yards, was stopped and backed up and stayed for about five minutes.

Local residents then looked after the body while the train went on to Osgoode Station, where the accident was reported and help sent by hand-car.

The late Mrs. Hunt was about thirty-five years of age and the mother of three children, the youngest of which is six months old. She was a daughter of Mr. Edward Boyd, of Osgoode Station.

Dr. Baptie left this morning for Osgoode Station, where he will empanel a jury to hold an inquest.

21/12/1909 Ottawa Journal Morrisburg and Ottawa Electric

Winchester requested to contribute \$5,000.

Page 1

THE NEW WELLINGTON STREET VIADUCT WHICH WILL BE FORMALLY THROWN OPEN TO TRAFFIC TO-MORROW AFTERNOON BY THE MAYOR AND MEMBERS OF THE CITY COUNCIL

picture

The above is a picture of a portion of the new Wellington Street Viaduct which will be formally opened for traffic tomorrow afternoon at 2.30 by the mayor and members of the city council. In the picture is shown the steel work spanning the railway tracks between the two concrete abutments to which the approaches are constructed. Under the steel work four railway tracks pass within less than 1,000 feet. These were formerly protected by gates, but frequent accidents occurred. The character of the ground rendered the construction of the viaduct comparatively easy. The steel work has a length over all of 522 feet, and is built upon concrete pedestals and concrete abutments. This work was done by the C.P.R. The balance of the work was constructed by the city and consists of the pavement over the viaduct which is made of creosoted wooden blocks laid on tarred planks with sand cushions. The roadway is 30 feet wide. An eight-foot sidewalk runs along the south side. The combined length of the approaches is 645 feet. The filling consists of stone and ashes and the retaining walls are built of massive masonry. The stone was secured free of cost from the excavations of the Chateau Laurier. Over the approaches there is a steel railing and concrete curb and macadam roadways. The latter two will not be laid until spring.

The estimated cost was \$60,000, exclusive of land damages and the work will be completed within the estimate. Total damages are estimated at \$15,000 making the total cost of the work \$75,000.

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VIADUCT TO BE OPENED

Ready for Traffic Beginning To-morrow.

Mayor and Council to be Present.

Work has Been Successfully Accomplished.

The Wellington street viaduct will be formally opened to the public tomorrow by the mayor, controllers and aldermen. The structure has been erected during this year, excavations having been begun by the railway company in the spring. The city commenced its work at the end of July, after the steel structure was completed, their part of the work being only the building of the masonry and the concrete work. The length of the steel work is about 550 feet, that of the approaches being over 600 feet, making a total length of 1,150 feet. The total width is 38 feet, the road being 30 feet wide, and a sidewalk 8 feet in width. There remains only now the laying of the sidewalk along the approaches which will be deferred until the coming spring, owing to the difficulty of laying cement in frosty weather. A temporary wooden sidewalk with railways has been laid down for the winter.

No Accidents.

It is worthy of note that the viaduct has been constructed without a single accident, which reflects great credit on those in charge of the work. At present there is a G. T. R. branch line leading to the Chaudiere mills running right across the eastern entrance of the viaduct, but preparations are being made to have this run under the viaduct parallel with the other lines. The work when completed will be within the estimate of \$75,000, of which amount the several Railways will pay \$47,917, the city \$18,730, and the county \$8,333. Owing to the bridge being too high to give access to certain properties, damages to the amount of \$15,000 will have to be paid later.

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THE NEW VIADUCT

Big Structure on Richmond Road Opens Tomorrow

The Wellington street viaduct will be formally opened tomorrow afternoon by the mayor and city council. Wellington street is the main thoroughfare to the city from the west and is much travelled. Formerly the roadway was crossed by four tracks, three of the C. P. R. and one of the G. T. R. within a space of one thousand feet. The level crossings were protected by gates but accidents were frequent through horses and rigs getting caught between gates. The viaduct was ordered by the railway commission and the construction was commenced in June. The length of this steel viaduct on concrete pedestals and . Abutments, is 532 feet. This was built by the C. P. R. The rest of the work was done by the city and includes creosote wood block pavement, thirty feet wide, laid on tarred planking with sand cushion. There is a sidewalk on the south side only as there is very little traffic on the north side. The total length of the two approaches is 645 feet and they are filled up with stone and ashes held in by massive masonry retaining walls. The stone for these were secured for the cost of teaming, from the excavation of Chateau Laurier and is as fine as could be desired. From end. to end, on either side, is a protecting steel rail. All that yet remains to be done is the concrete curb on top of the retaining walls and the macadamizing of the approaches and this work will be done early in the spring the estimated cost exclusive of \$15,000 estimated for land damages, was \$60,000 and the cost of the work, which was done by day labor, will be well within this amount. The city pays one-quarter of the cost, the county one-ninth and the railways twenty-three-thirty-sixths. City Engineer Ker. who was in charge of the work, had promised the city council that the viaduct would be ready for Christmas and it is.

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 hav eit 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 (sic0 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 ge 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 cama to a close by moving a vote of thanks to the Chairman.

THE BELT LINE.

oExpect to Hava Read Under Way at Several 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 tte city."

This was the statement to tte 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 tte sum of \$9,000.000 now in tte bank in London, England, and with this we will be able to build tte entire road for there will be neither bonds nor debentures," said Mr. Hunt.

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

"We will have it well under way at several points on tte 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 ia 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 tte 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 tte Ottawa river and the Grand Trunk Railway to Ottawa, thus forming a belt line of about 250 miles in length.

NEGLIGENCE FOUND

In Recent Crossing Fatality at Osgoode Station.

Negligence on the part of both Engineer Stewart and the late Mrs. T. Hunt of Osgoode station, was what, in the opinion of the coroner's jury, caused the death of the latter, who was struck by a train, and killed at Dillon crossing last Friday evening. The inquest was conducted yesterday by Coroner Baptie in a hall near Osgoode station, a large crowd being present, and over 12 witnesses were examined. The evidence did not satisfy the jury that the engineer had blown his whlstle or rung his bell for the crossing, and did show that deceased had her collar up, this preventing her from seeing the train to a certain extent.

As a rider to the verdict it was recommended that the approach to the crossing on the road should be widened sufficiently to give a horse room to turn.

VIADUCT OPENED

Wellington Street New Roadway Ready for Traffic.

The new Wellington street viaduct was formally declared open for traffic yesterday afternoon by Mayor Hopewell and City Engineer Ker and members of the city council. Tha first vehicles to cross after the ropes were lowered were those of a couple of farmers who were wending their way homeward.

Among those present were Controller Champagne, Controller Davidson, Ald. McGrath and other members of the city council besides a fair sprinkling of spectators. Formerly at this point Wellington street was crossed by four tracks, three of the C. P. R. and one of the G. T. R., within a space of 1,000 feet. Some time ago the railway commission, owing to the frequency of accidents, ordered a viaduct to be built. Work was commenced in June, the city constructing the approaches and the C. P. R. the actual steelwork. While the bridge is now ready for traffic there still remain the macadamizing of the approaches and concrete curb on top to be built.

There was no special ceremony connected with the opening, the mayor simply declaring the magnificent structure ready for traffic.

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.

NEW RAILWAY CO. HOLDS ANNUAL

Bell Line Shareholders Meet In Arnprior. Capital Forthcoming.

Arnprior, Dec. 30. - The annual meeting of shareholders of the North Lanark Railway Company was held in Arnprior this week, when the following officers were elected; James Bell, Arnprior, president; John Stewart, Wawa, vice-president; J. A. McQuade, Ottawa secretary. The latest report from London, dated December 1, was under consideration and strong hopes are entertained that capital will be forthcoming in a very short time for construction of what is currently known as the Ottawa, Arnprior, Brockville and Morrisburg electric belt line.

In soliciting capital for the belt line, the promoters have not followed the general procedure of holding the stock in their own hands, and raising money on bonds, as they have offered the investor the stock and let him build the road and own it, the sole condition being that the road must be commenced on a certain date, and completed in a given time. It is conceded by those who have looked into this projected line carefully that the line now laid out is only the forerunner of a series of belt lines extending all over Ontario and all connected. Besides the railway being a boon to farmers by bringing convenient and cheap transportation within easy reach, there will also be light and power procurable at a minimum cost. - Montreal Herald.