

Local Railway Items from Area Papers - 1910

10/01/1910 *Ottawa Journal* *Alexandria* *Chateau Laurier*

Work on the construction of the Chateau Laurier will be shut down at the end of the week or thereabouts and will not be resumed until April. This was the information given out today at the office of the Geo. Fuller Company, the contractors in charge of the building. This is the result of the Dominion Bridge Company being unable to supply steel.

11/01/1910 *Ottawa Journal* *Alexandria* *Union Station*

The new power and heating plant at the Grand Trunk station, which has been in the course of construction for several months, is nearly completed. Fifty men have been employed on the building which is 100 by 65 feet square. Machinery of the latest pattern will be installed in the building.

13/01/1910 *Chesterville Record* *Winchester*

The CPR double track between Smiths Falls and Montreal is now in general use. Parts of the system were used by freight trains during the summer but commencing on Wednesday last the passengers began using the double line, and now the whole system of double tracking between Smiths Falls and Montreal is in operation.

04/02/1910 *Ottawa Journal* *L'Original*

May not use new station.

That the Canadian Northern Railway does not contemplate bringing their trains into the Central station until the latter is completed and perhaps not then, was the intimation given by Mr. D.D. Mann when in the city yesterday. Just at present and until the C.N.R. transcontinental line is completed it is not considered the C.N.R. would be warranted in paying the heavy charges demanded by the other railways to enter the Central Depot. The present traffic is slight and not much is expected of the line to Ottawa until connection is made with the West.

In fact it was vaguely intimated that the C.N.R. might not attempt at any time to enter Central depot, but may likely build a suitable depot of their own.

Mr. Mann stated that it was not proposed to use the high plateau of land south of Gladstone avenue for railway purposes. It will be kept for residential purposes. Mr. Mann left for Toronto in his special car last night travelling over the C.P.R. line.

04/02/1910 *Eastern Ontario Review* *Winchester*

The C.P.R. double track between Smith's Falls and Montreal is now in general use. Parts of the system are [sic] used by freight trains during the summer but commencing on Wednesday the passengers began using the double tracking between Smith's Falls and Montreal and it is now in operation.

04/02/1910 *Eastern Ontario Review* *Renfrew* *Renfrew*

Renfrew Jan 30. - While he stood on the railway track to watch a hockey game in progress on the river below, Martin Deitz, aged 6 years, son of Mr. M.A. Deitz of this town, was struck by the morning westbound local on the C.P.R. Saturday morning and sustained injuries from which he died in the evening. Gthe little boy had been sent on an errand by his mother and on his return from the store walked along the track towards his home. He was thrown down the embankment by ther train his head being badly cut, besides which he received internal injuries. Death took place shortly after seven o'clock Saturday evening. A jury was empaneled by Coroner Dr. Connolly, which after viewiung the body adjourned until Monday night,

04/02/1910 *Eastern Ontario Review* *L'Original* *Rockland*

Railway Board

"I should say that probably this work was located there out of pure cussedness" remarked Judge Mabee in railway commission Tuesday on an application of the Canadian Northern railway to divert the Montreal road where the railway crosses it on the outskirts of Rockland, in the township of Clarence. The road has been diverted already and the line is in operation but authority for the work is now sought.

"There was no justification for it" added the chairman.

G.F. McDonnell for the Canadian Northern pleaded that the work had been approved by the board's engineer on the plan and inspection at the opening of the line. It was pointed out that this had been the practice.

Reeve Guibord suggested another plan altogether.

"Under the circumstances I do not see that anything can be done except to sympathize with you" observed the chairman and the deviation as now arranged stands.

04/02/1910 *Ottawa Journal* *L'Original*

Night train is cancelled.

Mr. Wm. MacKenzie of the Canadian Northern arrived in the city yesterday with Mr. D.D. Mann. Discussing the C.N.R. entrance to the Capital, he stated that something must be done at once. The present terminus at this end of the line was merely a make-shift, he stated, and owing to its out of the way situation is a great drawback to traffic. Mr. MacKenzie declared that the Railway Commission, in refusing the road admission to to city beyond Hurdman's Bridge had placed the Canadian Northern in a most embarrassing position.

"Something must be done very soon," declared Mr. MacKenzie, "for the present Ottawa terminal is of little value. It was, of course, an experiment and we have found that a change must be made."

Asked regarding a report that the Canadian Northern had given up the night service between Ottawa and Quebec because of the location of the Ottawa and Montreal depots, Mr. MacKenzie stated that this was quite true. The new extensions of the line enabled a night passenger service to be arranged to the convenience of the travelling public generally and especially the citizens of Quebec and Ottawa. From the first the trains had been run under a disadvantage. As in Ottawa, the Montreal depot is in an isolated locality.

The handicaps were too great and the experiment thus proved a failure.

"With a new road," stated Mr. MacKenzie this morning, "these obstacles are hard to get over; it would not be so difficult with an old established corporation in more affluent circumstances." Then he smiled.

09/02/1910 *Ottawa Journal* *Alexandria* *Chateau Laurier*

It was thought some time ago that the Geo. A. Fuller Company, the contractors in charge of the Chateau Laurier would be forced to discontinue the steel construction work because of the belief that a steady supply of steel was not to be obtained from the Dominion Bridge Co. at Montreal.

The difficulty has been averted and it is probable that the steel work will be finished by spring. Fifty men are now employed and the contractors have on hand 200 tons or more of the material and there are prospects for a steady supply.

09/02/1910 Ottawa Journal Alexandria Union station

The new Grand Trunk station is rapidly nearing completion and the conglomeration of steel and stone and timber that occupied the site a few months ago is slowly but surely being worked into a graceful building which, when completed, promises to be one of the most attractive railway stations in Canada. The contractors will begin the work of plastering in the building in a few days. Other interior work has been going on for some time.

12/02/1910 Ottawa Journal L'Orignal Hurdman

Mr. D.D. Mannis not worrying a great deal over the obstacle that has been placed in the way of the C.N.R. through the refusal of the Railway Commission to allow the road to come any further into the city than Hurdman's Bridge. There are other cities in the Dominion that are occupying the attention of himself and his partner, Mr. Mackenzie, and he declares that it has always been his policy when a snag is struck in place to concentrate forces in the other channels where there is easy sailing. More.

24/02/1910 Chesterville Record Prescott Prescott silk

The cars of oriental raw silk worth a million and a half dollars were ferried across the St. Lawrence from Prescott to Ogdensburg yesterday. A force of customs inspectors were in waiting and as soon as the cars passed an engine coupled on and pulled out for New York.

04/03/1910 Ottawa Citizen Morrisburg and Ottawa Electric

A MONO-RAIL LINE

May be Used by Ottawa-Morrisburg Railway.

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

04/03/1910 Renfrew Mercury Renfrew Admaston

The G.T.R. station is a busy place these days: lumber, ties, telephone poles and pulp wood are being hauled to the station daily, by several men from the Shamrock side of the township.

09/03/1910 Ottawa Journal Winchester Smiths Falls

Smiths Falls. It has been rumored for some time that the C.P.R. train despatchers were to be removed from Smiths Falls and sent to either Ottawa or Montreal, but it is now definitely settled that they are to remain here. The line between Smiths Falls and Chalk River and the line from Ottawa to Brockville has been added to their territory which hitherto had only been the line between Smiths Falls and Montreal. The new order will go into effect on March 14th.

14/03/1910 Ottawa Journal L'Orignal Hurdman

The Evening Journal was informed this morning by an official of the C.N.R. that within two weeks, undoubtedly, the difficulties encountered by the road in securing an entrance to the city beyond Hurdman's Bridge would be adjusted. He declares that the C.N.R. has agreed to build an overhead bridge over the C.P.R. and Grand Trunk tracks to Ottawa East in order that the course of Hurdman's Road may be diverted. Thus the new road will have an open path to the Central Station without encountering any level crossings.

18/03/1910 Eastern Ontario Review Lachute Papineauville

Work was begun on Wednesday (9/3) of last week on the construction of a Railway from Papineauville to Nominque. It will cross the Canadian Northern at Arundel. Ottawa men are behind the scheme.

18/03/1910 Eastern Ontario Review Vankleek

The shareholders of the Central Counties Railway Co. met at the Russell House, Ottawa, on Monday (14/3) to authorize the directors to issue in sterling or currency the first mortgage bonds of to the extent of \$475,000 and to amend the draft deeds of the mortgage,

18/03/1910 Renfrew Mercury Chalk River Smiths Falls

It has been rumored for some time that the C.P.R. despatchers were to be removed from Smiths Falls and sent to either Ottawa or Montreal, but it is now definitely settled that they are to remain in Smiths Falls. The line between Smiths Falls and Chalk River and the line from Ottawa to Brockville has been added to their territory, which hitherto has only been the line between Smiths Falls and Montr. The new order will go into effect on Monday. The change will add to the importance of Smiths Falls as a divisional point and finally settles the question of keeping it a despatching point. Since the Carleton Place men were moved over to Smiths Falls the division from Chalk River was extended to this point but the despatching has been done at Ottawa. Now it will be done here and the line from Ottawa to Brockville will also be handled here. Rideau Record.

23/03/1910 Ottawa Journal Maniwaki Chelsea

Small Landslide near Chelsea delays train

A serious landslide occurred on the C. P. R. railway in the Gatineau Valley yesterday, but fortunately the mishap was discovered before the arrival of any trains. For twenty-five feet the line was covered to a depth of 3 and 4 feet of thick blue clay, making traffic along the line impossible. The slide took place between Chelsea and Ironsides on the brow of one of the hills in that locality. Trains from Ottawa now stop at this point and passengers are compelled to a light and walk over the sticky mess to the train on the other side which is kept in readiness. A landslide occurs at this point every five years or so, but a worse has not been experienced for many years.

25/03/1910 Eastern Ontario Review Other

A new railway is proposed from Ottawa to Brockville to start from Chelsea on the Gatineau, then to Hull to Ottawa and on to Brockville. Ottawa men are behind this scheme.

28/03/1910 Ottawa Journal Alexandria Union station

The Grand Trunk Company is making rapid progress in the construction of the concrete wall on the left bank of the Rideau Canal. There are now over eighty men employed in the work and it is stated that more will be engaged if available. When complete the wall will be twelve hundred feet long being the entire distance between the bridges. Though the work was begun only on the 12th of February, already three hundred feet are finished; and if the weather continued favorable and sufficient labor can be engaged, Mr. Robinson hopes to complete the work before the first of May when the canal, it is expected, will be opened for navigation.

NEW CARS FOR HULL ELECTRIC

Line Will be Extended to Chelsea Road Toll Gate

The Hull Electric Railway Company has placed an order with the Ottawa Car Company for three electric cars of the type used in Ottawa, and for two large cars with an outside firm. These will be ready by the summer. Work will be begun at once on a new line a mile in length from Hull to the toll-gates on Chelsea Road. This will be a compromise with the Hull City Council, who have for some time been urging the company to run a line to the cement works outside the city, at which quite a number of Hull men are employed. At present there are no facilities to enable the men to get to and from their work.

29/03/1910 *Ottawa Journal**Winchester**Smiths Falls*

FREIGHT CAR DELAYS TRAFFIC

Slight Derailment In Smith's Falls Yards Yesterday.

A slight accident occurred at Smith's Falls C.P.R. yards yesterday holding up traffic for several hours. A freight car on the C.P.R. was derailed by a broken flange. The ties were badly shattered for a distance of some two hundred feet and much grain was strewn along the scene of the accident.

The Toronto express which left the Union Depot at 11 o'clock last night was held up several hours until the tracks were cleared. Nobody was injured.

29/03/1910 *Ottawa Journal**L'Orignal*

The Canadian Northern Railway suburban service will likely go into operation on or before the first of May. A daily train will run between the city and Hawkesbury, taking in Bessers's Grove and other stations on the route. Arrangements are being made today in Montreal for the service and a schedule is soon to be drawn up.

01/04/1910 *Eastern Ontario Review**Alexandria**Ottawa*

The stonework on the new G.T.R. station at Ottawa was finished this week.

04/04/1910 *Ottawa Journal**Montreal and Ottawa**Nepean Point*

Report of the hearing on the complaint that the Maniwaki line commuters wanted trains to be run into Central Station over the Interprovincial Bridge. Suggested that C.P.R. could use the Hull Electric station.

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"I agree with Mr. Murphy" stated Judge Mabee, who presided, "One day a car of passengers will be dumped off the bridge."

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It was suggested by city solicitor McVeity that the C.P.R. be compelled to build a small station near Nepean Point --

12/04/1910 *Ottawa Journal**Prescott**Ottawa West roundhouse*

In one of the most spectacular fires seen in the vicinity of Ottawa for some time, a section of the C.P.R. roundhouse was destroyed at about half past three o'clock this morning and four big mogul engines were damaged beyond repair.

The first alarm was sounded from box 141 at the end of Wellington street at 3:40 and when deputy chief Stanford arrived he immediately sent in a second alarm on account of the great headway that the flames had made which made it appear as if the destruction of a nearby row of wooden houses was inevitable.

Much difficulty

The firemen had great difficulty in getting their apparatus near the burning building on account of the fact that since the completion of the new viaduct there has been no provision whatever made for the entrance of a waggon of any description into the immediate vicinity of the shops.

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On account of the strong wind that was blowing, and the tangle of scrap iron etc. which the roundhouse contained, the firemen experienced great difficulty in combatting the flames at first, but when the engine "Canada" was coupled to two lines of the hose the blaze was brought under control inside of thirty-five minutes.

Many spectators

The incessant whistling around emitted from the engines which were in the burning portion and the lurid flames, attracted many spectators to the spot, in spite of the early hour, and as the usual custom in such cases, a squad of policemen were sent up from the station.

Engines Nos. 42, 206, 274 and 1297 were completely wrecked and their loss will inconvenience the railroad as they were all in active service.

More.

15/04/1910 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. contemplates the renaming of the station here and calling it "Vankleek" instead of "Vankleek Hill". The shorter name will be far more convenient and is used by very many persons already.

21/04/1910 *Chesterville Record**Prescott**Ottawa West*

The CPR roundhouse and three or four engines at Ottawa were damaged by fire.

21/04/1910 *Ottawa Journal**Hull Electric**Aylmer, Queens Park*

Hull Electric Railway Advertisement. Commencing Saturday April 23rd and until further notice cars will run regularly to Queen's Park.

21/04/1910 *Ottawa Journal**Montreal and Ottawa*

The Board of Railway Commissioners this afternoon passed an order that all Gatineau passenger trains shall arrive and depart from Sappers Bridge during the months of May to October. The order goes into effect on the first of next month.

22/04/1910 *Eastern Ontario Review**Alexandria**Glen Robertson*

Spill Near Glen Robertson

A rear-end collision, happily unattended with loss of life, took place on the Grand Trunk about a mile east of Glen Robertson. Freight train No. 99 westbound, had halted, owing to a broken drawbar, and while engaged in effecting repairs a light engine from Coteau, in charge of Engineer Whitmore, Hawkesbury, speeding along at the rate of forty miles an hour collided with and demolished the van and damaged the engine. The engineer jumped from the engine landing in a pool of water and sustained injuries to his arm. He was conveyed to his home in Hawkesbury on the light engine. A wrecking train from Coteau got the track clear and traffic was resumed after a 9 hour interruption.

22/04/1910 *Eastern Ontario Review**Vankleek**Hawkesbury*

Hawkesbury April 15. The Grand Trunk station here was partially destroyed by fire last night about eleven o'clock. The fire originated in the freight shed adjoining the station. The books and records of the office saved being slightly damaged by the water. The promptness of the fire brigade in responding to the alarm saved the building from total destruction

Struck car

Collision on the Montreal Street crossing,

Engine hit the car

Crushed in the side of the electric van.

There were quite a few passengers on board - a little girl badly cut about the head - a commercial traveler had his back ittrained. Ruth Doyle, age 9, seriously injured about head and face.

C. L. O. Lampe age 55, seriously injured about head and back.

James Watson, aged 12, slightly injured about face.

Irene Doyle, age 11, slightly injured on face and legs.

Thelma McDermott, age 10, slightly injured about face.

Lillian McDermott, age 12 slightly injured.

At 12.10 o'clock today the Kingston and Pembroke train number 1, crashed into street car number 15 at the railway crossing, Montreal Street, completely wrecking the car and dealing out serious injuries to some of the passengers, in fact none of the nine people in the car escaped without a few bruises. As shown in the above list, with only one exception all those injured were young tots, on the way home from school for the noonday meal.

Just how the accident occurred could not be clearly as ascertained. It seems that the Motorman, William Brown, thought he had ample time to cross and the engineer of the train, James Harmer thought he had the same. The nose of the locomotive struck the car just in the center, rear of the stove, making kindling wood of one side, and fairly throwing the twelve-ton car completely across the road. Fortunately the car remained upright and to this fact alone more than one passenger owes his or her life.

The passengers were nearly all seated on the right hand side of the car and little Ruth Doyle, the 9 - year old daughter of John Doyle, 693 Montreal street, was seated just beside the stove, right in line with the locomotive when it struck. Besides her were seated her two sisters, Edith next Irene, and her brother Norman. On the other side of the car Mr. Lampe, and another traveler who was not injured and who left on the train for the west was seated. The motorman was in front and, and the conductor, James Beseau was on the rear platform. James Watson, a young lad, was standing on the step of the car, and just inside the car door and the two little McDermott girls, Thelma and Lillian, were seated. This according to one of the children was the layout of things just before the accident happened. Miss Doyle's story.

Irene Doyle, aged 11 years, was seen at her home by a Whig representative and she said as they came down towards the track she could see the locomotive coming, and it seemed as if it must strike the car.

"When we came close I ran out of the door, and just got outside when it struck us and I was thrown on the sidewalk on my face." This is all the little girl could say and could not tell how the rest got out or where they went. The little girl was greatly frightened and in severe pain, suffering from a severe bruise on the forehead, and bruises and scratches on her legs, but with it all she told in a clear voice all she knew about the accident.

Ruth Doyle, sister of the absent girl, aged 9, suffered the most severe injuries. She sat, as stated above, just beside the stove, and, when the locomotive struck the car, she was thrown across the car, but managed to keep her feet and get near the door. She was struck by either a piece of the stove on the window glass, and received a very severe cut on the left side of the face, from the eye straight back across the face cutting the ear completely in two and cutting down in the neck. The cut was right into the bone, and whether the skull was injured or not could not be found out at the time of going to press as the child was still on the operating table at the Hotel Dieu. Injured as she was the little girl, as soon as she got out of the car, ran over a block down Montreal Street to her house, arriving at the door fairly bathed in blood, and just able to stand. She was later removed to the Hotel Dieu.

C. L. C. Lampe, the traveler, was also badly injured, the worst injury being to his back, which was severely strained. He was knocked unconscious and removed to the Randolph hotel and later to the hospital.

All the other injured what able to look after themselves to a certain extent the injuries being only slight ones.

The news of the smash-up spread like wildfire and wild rumors were around the city, that some were killed and some maimed for life, but fortunately both proved wrong. When one stopped and looked at the car as it lay smashed beyond all repair on the road side it could not but say it was indeed a kind Providence that kept the passengers from being killed. The car will be broken up on the spot as it is smashed completely in two, the only thing being of any value being the motors.

All the passengers suffered greatly from fright and especially the children. Motoman Brown and conductor Beseau deserve credit for the way they stuck to their posts, remaining with the car until it came to a standstill. Brown was quite unnerved and when he went down to Mr. Doyle's to see how the little girl was he came nearly losing consciousness.

It was a wild scene for a few moments, with the crowds gathering around, cabs, ambulances, automobiles and locomotives racing hither and thither, and every few moments someone with a bloody face, dusty clothes, or a very serious countenance would be seen pushing through the crowd on the way to the city. Superintendent Hugh Nickel, President Harry Richardson, Drs. Hanley, Garrett, Gardiner and Sparks was soon on the scene and gave first aid to all those injured. Corbett's ambulance brought C. L. Lampe, of Frederick, Maryland, a traveler for the Preservaline Manufacturing company, Brooklyn, to the Randolph hotel where Dr. Keyes attended to him. Mr. Lampe was knocked unconscious when the collision occurred and did not remember what transpired. He received a few slight cuts about the head and his back was badly strained. He will be forced to remain in his room for a day or so. He was leaving the city at the time. He was to be removed to the hospital this afternoon for treatment.

The law requires that streetcars should stop at railroad crossings before attempting to cross, and this rule has been pretty faithfully observed by the employees of the local electric line. There is a semaphore on the side of the track nearest the city and this is pulled down by the car conductor, who gets off as the car stops. When the car passes over, the semaphore is put back into its former position, and the conductor returns to the car. Hence accidents are impossible when the rules are carried out by those who operate the car.

One of the Kingston and Pembroke Railway engines was rushed to the scene, as soon as possible with men and equipment necessary to clear the tracks, but it was 1:30 before the line was cleared and the train ready to proceed on its way to Renfrew. As a result of the accident, the Kingston and Pembroke railway missed connections with the fast trains at Sharbot Lake.

F. Conway, Acting Superintendent of the K. & P. Railway, was at dinner when the accident happened, but as soon as word was sent to him, he hurried to the scene in a cab.

A large crowd of citizens gathered at the scene, as the news of the accident spread like fire. All afternoon there was a line of people going out Montreal street to see the wrecked street car.

Semaphore not up.

Later enquiries revealed the fact that the semaphore at the crossing for which the street railway company is responsible, has not been in working order for some time, and it was not put up on this occasion. Engineer Harmer, of the K. & P. train, stated that when his locomotive reached the semaphore, which is 300 yards from the crossing, he saw the streetcar standing still on the city side of the crossing. When the locomotive rounded the curve and came to the straight run for the crossing, he was shocked to see the car loom up right in front of him on the crossing. He was running at the rate of only four miles an hour at the time. As soon as he saw the streetcar on the crossing he reversed and the passengers of the train received quite a shaking, but the engineer by his quick work, saved the lives of several people.

Had the locomotive been running at any kind of speed, there would have been a catastrophe. Things were bad enough, but might have been five times greater. Engineer Harmer said that there was no semaphore signal. If there had been, his locomotive would have been stopped at once. It seems that the semaphore cannot be worked. Complaints have been made during the past few months about the way the street car crosses the tracks, and it is not long ago that a couple of street railway employees were dismissed by the company for not carrying out orders in regard to crossing the K. & P. tracks on Montreal Street. The company's regulations are strict in that regard. Latterly, the conductor has been getting off the car and looking up and down the railway tracks to see that all was clear. In this case it looks as if the car employee thought there was ample time to get across before the train reached the crossing.

23/04/1910 *Montreal Gazette*

Kingston (CP)

Kingston

TRAIN STRUCK STREET CAR.

Several Persons Injured in an Accident at Kingston.

Kingston, Ont., April 22. The Street Railway Company will institute an inquiry into a collision today between a Kingston and Pembroke Railway train and a street car at Montreal street crossing. Ruth Doyle, aged 9, had her ear almost cut off. C. L. C. Lampe., commercial traveller, of New York, is in the General Hospital for a few days, his back being badly strained. Nineteen stitches were put into his wounds. The street car was so badly damaged it will be broken up. The railway engineer says no signal was up. The street railway people say the semaphore was out of order, and the conductor says he did not see the train coming when he gave orders to go ahead. Among other passengers, J. R. Wallace, Wm. Buck and R. McGill, all of Toronto, were scratched but were able to catch the westbound train.

23/04/1910 *Ottawa Citizen*

Kingston (CP)

Kingston

CANADA DAY BY DAY.

Kingston Street Railway company will institute an inquiry into the collision between a K. and P. railway train and a street car at Montreal street crossing.

25/04/1910 *Ottawa Journal*

L'Original

Canadian Northern is after varsity oval.

Railway is anxious to secure it for station site.

Present site is unsuitable and the C.N.R. desires to be independent of other lines in this respect. More.

29/04/1910 *Renfrew Mercury*

Eganville

Eganville

The C.P.R. has complied with one of the orders of the Railway Commissioners in respect to the demands made by the municipality of Eganville, namely the planking of its track along John street as far as the trestle, and persons driving can now cross the track easily at any point on that street. As yet work has not been started on the erection of the new station which must be completed next month. Eganville Star-Enterprise.

06/05/1910 *Ottawa Journal*

Ottawa Terminal

C.P.R.'s big under Ottawa plans.

Want to build a tunnel under Wellington street. Close Rideau Canal from Deep Cut to locks. Includes map. More.

06/05/1910 *Eastern Ontario Review*

Montreal and Ottawa

Vankleek Hill

There were no less than fifty-seven horses shipped to the West from Vankleek Hill C.P.R. station on Tuesday morning. Messrs. E. Mooney, Dr. B. Labrosse, R. Campbell, O.J. Wood, were among the senders

09/05/1910 *Ottawa Citizen*

Lachute

Hull

STATION BATTERED

C. P. R. Building in Bad Shape But No One Injured.

The Hull station of the C. P. R. received the full Impact of the explosion and presents a very battered up appearance, Practically the whole of the front has been smashed into kindling wood, the windows and frames being destroyed to so great an extent that they will have to be replaced altogether. The station is within the same radius as the houses in which several of the people were killed and that no one was injured in the building is certainly nothing short of a miracle. The station agent and an assistant were working in the office when the explosion occurred and were thrown violently to the floor, while broken glass and splintered wood fell all round them. Luckily both escaped injury.

12/05/1910 *The Equity, Shawville*

Waltham

Shawville

The C.P.R. are contemplating several important changes in the plan of the railway yard in this village, with a view to facilitate the handling of traffic. The chief changes will consist of the construction of another siding on the south side of the main line, which will extend some distance west of the crossing at Centre street; also the removal or rebuilding of the station on a site about 40 yards east of the present location. The station will be on the main line which will do away with the platform between the tracks at present. The big Crawford storehouse is to be removed to the north side of the yard. A plan of the proposed changes was laid before the members of Council for approval on Thursday last by an official of the company. --

18/05/1910 *Ottawa Journal*

Hull Electric

City Engineer Farley of Hull has received a communication from the Hull Electric Railway Company stating that they will commence operations on the construction of the electric railway extension out the Chelsea road immediately.

The new track will run about a mile through Wrightville and will be much appreciated by those residents of that vicinity.

20/05/1910 *Eastern Ontario Review*

L'Original

Hawkesbury

One of the big concrete piers on the C.N.R. bridge over the Ottawa river at Hawkesbury has been discovered in a dangerous condition. The concrete is broken entirely through all the way around the pier and in its present condition the pier is useless. It is at present supported by heavy timbers but will soon be rebuilt. It is one of the piers on the shore and will be more easily repaired in consequence.

21/05/1910 *Ottawa Journal*

New York Central

Cornwall

Wm. McGregor meets Death. Well Known O&NY Conductor.

William McGregor, 406 Nelson street, conductor on the O.N.Y. Railway was killed suddenly in Cornwall at 12:30 o'clock yesterday, while switching cars. The exact cause of the accident is unknown. He was seen going between two cars to couple them. When the cars moved off he was seen lying a short distance from the track, dead.

More - inquest, death instantaneous, cause unknown, internal injuries. Picture.

25/05/1910 *Ottawa Journal*

Alexandria

Mr. C.M. Hays, president of the Grand Trunk, today gave emphatic denial to the report that the company would double track the road between Montreal and Ottawa. He said that this move had not been discussed and furthermore that traffic did not warrant it.

26/05/1910 *Chesterville Record*

New York Central

Cornwall

William McGregor of Ottawa, a conductor on the Ontario [sic] and New York Railway, was killed instantly at Cornwall on Friday. He was uncoupling a car when he lost his footing and fell between the axle boxes and the ties. His leg was broken and thigh crushed, and his head and arms lacerated. Death was instantaneous. Dr. Hamilton the local coroner, decided that an inquest was unnecessary. McGregor was a native of Vermont but had resided in Ottawa for several years. He was about 48 years old and leaves a wife and four children in Ottawa.

Peat At Alfred

The only plant of its kind in Canada which is designed to manufacture and does successfully manufacture peat into fuel is now in operation at Alfred, Ont., a little french village about 45 miles from Ottawa that nestles between the parallel lines of the C.P.R and C.N.R and is touched by both. The property of the Dominion government, it has been established by the mines branch of the department of mines as a demonstration of the possibilities of the peat bogs, with which Canada, but more especially, Ontario, abounds. It first started operations on May 16 and is now in full swing. A reporter who paid the plant a visit was courteously received and was shown about by Mr. A. Anrep, who is in charge. Mr. Anrep is a son of Mr. A. Anrep, Sr., of Sweden, the inventor of the Anrep plant one of which is in operation at the Alfred bog. He has had experience in England, Scotland and Ireland and under direction of the mines branch, has prepared several valuable reports.

There are 300 acres of peat available at Alfred, the peat going to an average depth of 10 feet under which is clay. The quality of the peat improves the depth. The Dominion government Peat Plant, as it is called is situated on a section of bog two miles west of Alfred Station on the C.P.R. A passerby sees a broad expanse of boggy field on which are sitting one long peat shed for storage purposes; two small frame houses one Mr. Anrep's office, and the other a blacksmith's shop, and on the opposite side of the field, a large engine, very much like an ordinary steam shovel.

This engine constitutes the main feature of the plant which was imported from Sweden, where there are about 500 in operation. It is known as a great peat machine or pulper and its method of operation is as follows. A long trench, 19 feet wide is cut, 8 feet down on the peat and the pulper is placed in this. A carrier conveys the peat as it is dug from the trench to a hopper. A 600 foot circular track in the middle of the bog furnishes a right of way for 8 peat carriers, each of which holds 7 tons of peat. As each car passes by the pulper, the ground peat is dropped from the hopper of the latter into it. A 34 horse power engine which itself burns about 4 tons of peat fuel per day and thus costs practically nothing to operate, furnishes motive power for both hopper and cable cars.

The next process is to convey the peat in the carriers to what is known as a field press. This spreads it up on the ground in long parallel rows and it is then shaped into bricks by means of a three knived instrument turned over by boys and left to dry in the sun and air for three or four weeks, when it is stored in the peat shed ready for transportation.

The peat pulper is moved along every 3 or 4 hours; the press three times a day and the tracks along which the cable pulls the peat carriers are moved about twice a month when the exhaustion of one part of the bog renders it necessary. The average capacity of the plant is 25 tons per day although it can run up to 30 tons. Altogether 14 men and two boys are employed. The men are given \$1.75 per day and dinner while the boys are paid 8c for every 1,000 bricks they tuen over. A peat worker's job judged by the standard that obtained elsewhere in government service is so [sic] sinecure for he works from 7 a.m til, 6 p.m. and gets few holidays.

"We can produce peat here for from \$1.75 to \$1.80 per ton," said Mr. Anrep to the reporter. "One and four fifths tons of peat equals 1 ton of anthracite. It costs us 80c per 1,000 peat bricks (about 1 ton) to manufacture and spread them; 8c. per 1,000 turn and dry; 25c for stocking and moving; 20c to transport to Alfred station which, allowing 35 per cent for per capita expenditure and 30c for extra labor, means that the peat delivered to Alfred station costs from \$1.80 to \$2 per ton. The cost of transportation to the city, is unfortunately somewhat high at present, about the same as grain.

"The peat can be used in any stove except that for houses a special stove is necessary on account of thinness of the ash. I use it on my own stove and light it with paper. Peat takes about twice as much room for its weight as coal. It is a splendid fuel to use in connection with producer gas."

The Alfred Peat bog, it must be remembered, is practically useless for agricultural purposes so that its employment as a source of fuel means the reclamation of land otherwise waste. The importance of the peat deposits of Ontario in connection with the future of the coal-lacking province has long been recognized by the mines branch under Dr. Eugene Haanel, its able director. As is generally known, a peat using plant for the production of producer gas has been established in Ottawa and receives its fuel supplies from the peat manufacturing plant at Alfred.

The American peat Society which meets in Ottawa on July 25, 26 and 27, will visit the Alfred plant.

02/06/1910 *Chesterville Record* *Morrisburg and Ottawa Electric*

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

03/06/1910 *Renfrew Mercury* *Tramway* *Alfred*

Description of a visit to the Alfred Peat plant.--

A carrier conveys the peat as it is dug from a trench to a hopper. A 600 foot circular track in th emiddle of the bog furnishes a right of way for 8 peat carriers, each of which holds 7 tons of peat. As each car passes by the pulper, the ground peat is dropped from the hopper of the latter into it. A 34 horse power engine, which burns about 4 tons of peat fuel per day, and thus costs practically nothing to operate, furnished motive power for both hopper and cable cars. The next process is to convey the peat in the carriers to what is known as a field press. This spreads it along the ground in long parallel rows and it is then shaped into bricks by means of a three-knived instrument turned over by boys and left to dry in the sun and air for three or four weeks when it is stored in the peat shed ready for transportation.

The peat pulper is moved along every three or four hours. The press three times a day and the tracks along which the cable pulls the peat carriers are moved about twice a month when the exhaustion of one part of the bog renders it necessary.--

08/06/1910 *Ottawa Journal* *Ottawa Terminal*

Mr. McNicoll explains tunnel scheme. CPR - article.

10/06/1910 *Ottawa Journal* *Maniwaki* *Central Depot*

Union Depot likely to be used.

It is extremely unlikely that any Gatineau trains will run into the Central depot this summer. The appeal of the C.P.R. from the order of the Railway Board has yet to be heard by the Supreme Court, and no decision has yet been reached by the Privy Council on the appeal referred to it. The Supreme Court hearing will probably be heard next week, but if it is against the C.P.R. there is some talk that it may be taken before the Privy Council.

This will dissappoint many Ottawans who had figured on going up the Gatineau this year. The fact that the Central Depot is not to be used is likely to result in a number of people summering elsewhere on account on the inconvenience of the present depot.

10/06/1910 *Renfrew Mercury* *Chalk River* *Snake River*

The Canadian Pacific Railway, in pursuanc eof their policy of improving the main line, are preparing to replace the bridge over the Snake River this summer. The raising of the road bed has left the existing bridge below the level and it has been decided to put in a new steel structure. During the past week carpenters have been at work building supports to carry a temporary bridge while the new one is being built. A spur will be put down by the river at once and a pile driver put to work to make a foundatin for the concrete abutnems for the bridge. There is an all summer piece of work at this one point and when the Snake river has been rebridged the old structure over the Muskrat river at Graham's station will also be replaced by a new steel bridge. Cobden Sun.

A Central Station Wanted

While Messrs. Reinke and Boland have begun their preliminary work on their contract to build the new C.P.R. station here, the Council is making a final effort to have the site changed to a more central location. There is no denying the fact that the citizens as a whole are not enamored of the idea of the new station being erected on a bush lot to the west of the village, and, with the removal of the humble ticket office to the new building, the last condition of the community, for travelling convenience, will be worse than the first. Reeve Lawson left for Montreal on Saturday for the purpose of consulting the C.P.R. officials and to propose to them the building of the new train station on a site near their trestle on John Street.

16/06/1910 *Ottawa Journal**Ottawa Terminal*

Mr. McNicoll explains the CPR plan to use the Rideau Canal. Article.

17/06/1910 *Renfrew Mercury**Eganville**Eganville*

Eganville's station troubles.

The C.P.R. has awarded to Reinke & Boland the contract for the erection of a new station at Eganville, to be completed by August 1st. The station is to be some distance out of the village: and according to the Star-Enterprise Reeve Lawson has visited Superintendent Murphy to urge that it be built in a central position: as the council would rather help pay for such a site rather than expend money in building out to where the new station will be. Mr. Murphy's argument that the line is not a paying one was met by Mr. Lawson with the reply that the service given is not such a one as to make it so, the line being in poor condition and the schedule one which offers little or no competition with the G.T.R. so far at least as passenger traffic is concerned. While Mr. Murphy seemed desirous to do the right thing by the town, he expressed a fear that the cost of the filling which would be required for the site mentioned, would be too great and held out little encouragement for any change in the plans adopted. However, an engineer is to visit Eganville again today (Thursday) and everything will probably depend upon his report.

18/06/1910 *Ottawa Citizen**Tramway**Lansdowne Park*

A Canadian Mono-rail Line.

Visitors to Lansdowne park recently have been deeply interested in a new mono-rail system of transportation which has been installed there for demonstration purposes. Four hundred feet of single rail track have been erected and on this 5 cars driven by 3-horsepower engine are operated. The cars hang down on each side of the rail, which is elevated several feet above the ground. The motive power is transmitted by means of wheels mounted on the rail at the top and between the two cars. The system is of great interest, the principal feature to the ordinary observer being that it is impossible for the cars to leave the track. The inventor is a Canadian, Wm. Maloney, and he claims that his monorail line will solve the transportation problem where ordinary railway building is a matter of difficulty, as well as for feeding railway lines such as in the wheatlands of the West.

Experiments with the system will be carried out at the exhibition grounds.

18/06/1910 *Ottawa Journal**Tramway**Lansdowne Park*

INVENTED MONO-RAIL SYSTEM

Mr. William Maloney demonstrating his invention here.

Mr. William Maloney, inventor of the Maloney mono-rail, is in the city, arranging to give a demonstration of his invention at the exhibition grounds. Already 400 feet of track has been laid, and five single cars constructed.

"Unlike any other mono - rail car," claims the inventor, "this car cannot be derailed. There is no doubt about this for the cars are now in operation. The speed is simply a matter of gear. My present demonstration will show tons of material being carried at the rate of six miles an hour.

Speaking of modern methods of transportation, Mr. Maloney stated that according to his system the cost of transportation would be less than one-twentieth of that by teams. This is equivalent to saying that transportation with teams amounting \$20,000 would cost less than \$1,000 by the mono - rail system, which the inventor claims is light, above snow - level and other obstacles, and runs over swamps, creeks and narrow rivers very easily, where ordinary means of transportation are practically impossible.

Mr. Maloney makes this startling statement as to construction - "so easily is this system installed that 20 men can put up a mile a day, building the road as they go, ready for traffic."

Mr. Maloney is staying at the Grand Union. He states that his invention is patented both in the United States and Canada. He hopes soon to make his invention of commercial value. It is understood that Canadian headquarters will be in Ottawa.

22/06/1910 *Ottawa Journal**Maniwaki**Central Depot*

Union Depot this summer.

The Gatineau trains will continue to run into Union station this summer, at any rate pending the hearing of the C.P.R. appeal case before the Supreme Court.

This is the net result of the answer given by Judge Mabee of the Board of Railway Commissioners to Mr. Taylor McVeity, City Solicitor, who asked if the order of the Board could be stayed on an appeal case. Judge Mabee said it did not, but in this case the Supreme Court had made no decision.

An early hearing will be given regarding the question of the statement of the case to be laid before the Supreme Court.

24/06/1910 *Renfrew Mercury**Ottawa, Rideau Valley and Brockvil Ottawa*

At a meeting of the directors held here today, it was decided to go ahead at once with the construction of the Ottawa, Rideau Valley and Brockville Railway.

The line will run from Brockville to Ottawa by way of Algonquin, North Augusta, Merrickville, Burrits Rapids and Manotick. The line will probably be controlled by the Grand Trunk or some other of the big lines. The survey work will start at once, and it is the intention to make a beginning on the construction of the line this fall. It is hoped to have trains running next summer. The company also has the right to operate boats on the St. Lawrence, and an effort will probably be made to divert much tourist traffic to Ottawa.

25/06/1910 *Ottawa Journal**Alexandria**Union Station*

At the present rate of progress the concrete work on Chateau Laurier will be completed about the third week in August, thus closing in the building. The rough work on the flooring is done and the finishing touches, the tessellated paving etc. will be begun as soon as the walls are completed.

Similar progress is being made on the new station. The finishing work on the walls and ceilings will be begun presently and will be rushed through very rapidly. Very satisfactory work is being done on the lower tunnel, which will be 7 x 8 feet and 238 feet long. The lower tunnel will be used for the transmission of electric and steam power to the Chateau from the power house at the south of the station. This tunnel will be 28 feet below the surface of Rideau street. At present there are 30 men working in the tunnel, drilling and blasting in the bedrock. The management hope to finish the rough work on both the power tunnel and the passenger tunnel before October. The finishing work will be carried on and probably completed before Christmas.

The passenger tunnel will be the other tunnel. It will be about the same length and will be 8 x 11. It will be ornately finished.

The Maloney Monorail.

Each evening Mr. Maloney, the inventor of the Maloney monorail car, gives a demonstration of the system over a line of some four hundred feet of track erected on the left of the main building on the fair grounds. The object of Mr. Maloney's coming to Ottawa to demonstrate his invention was to meet some foreign engineers with the hope of getting them to adopt his system for some projected works in the West, and it is understood that one of the contracts already closed is for three hundred and fifty miles of this system. and at least one thousand cars suitable for hauling coal and ore, to start with. Besides this there are several resident engineers figuring on installing the system for more local use in moving lumber and ore to the main lines.

Mr. Maloney is a native of Ontario and is at present, besides demonstrating the merits of his invention, studying the advantages of locating somewhere in Ontario. While in the city he is staying at the Grand Union hotel

28/06/1910 *Rideau Record**Westport*

page 5 - Bought the B. & W.R.R.

The Canadian Northern now owns the Brockville and Westport

It is announced from Brockville that the Canadian Northern Railway Company has secured possession of the Brockville and Westport the little forty-mile road that connects these two towns. The proposed route of the Mackenzie & Mann system between Toronto and Ottawa, according to the survey will tap the B.W.&N.W. Railway at Newboro five miles this side of Westport. and by securing control of the piece of railway property the C. N. R. will have access to Brockville and the St. Lawrence.

28/06/1910 *Ottawa Citizen**Tramway**Lansdowne Park*

The scene reproduced above shows the Maloney mono-rail system, taken at Lansdowne Park where the inventor Mr. Maloney, will give demonstrations each evening for a short time. Mr. Maloney's object, in coming to Ottawa was to meet some foreign engineers in the hope of getting them to adopt his system on some projected work in the Northwest, along the Peace river from Edmonton north. He has not been disappointed, for one of the first contracts to be closed was formulated on June 24 through the law firm of Messrs. Smith and Johnston, Sparks St. It calls for one thousand cars and three hundred and fifty miles of rail to start with..

This engineer is representing a London, Eng., syndicate whose estimates call for a regular railway at a cost of five million dollars. The instant that this foreign engineer saw the mono-rail at work here in Lansdowne Park, he decided to adopt it, and had the papers drawn up by his attorneys, Smith and Johnston, and the contract duly signed all within twenty-four hours, which is rather a record in railroading.

Besides this there are several local engineers studying the system for more immediate use and also for moving coal from some of the Alberta deposits.

The display of the system that is being made is the first public demonstration to be made. The first cars, the first track, the first everything, and naturally it is crude. In fact, just as was the first telephone, the first automobile engine, etc. Yet it shows the system, it shows the theory, it shows the practicability and the great possibilities of it.

Unlike other monorails this one cannot get off the track. It is away from the snow and other obstructions, there are no culverts, no grading, no ballasting; while it runs over creeks, highways, etc., and through swamps where other means of transportation are practically impossible. To install this system will cost on the average \$1,500 per mile, which is cheaper than to build an ordinary wagon road.

Here is how the system will work in moving the wheat crop - taking one township for example: this township has the average 576,000 bushels to move, twenty miles to the railroad with teams, at a cost of twenty cents bushel, or one cent a bushel per mile, which is consequently \$115,200. The work will be done with the mono-rail for \$5,760, making a saving of \$109,442. At this rate there would be in ten years, in 10 townships, a saving of over 10 million dollars, and this for moving only the wheat crop, to say nothing of anything else the whole year through.

To install this system in each township would cost about \$50,000. This would mean 20 miles of railway, 100 cars and 20 motor or power means. This line would move 20,000 bushels a day - costing an outlay for one man for each train, and for the gasoline, that's all; and what is true of grain is true of moving timber, ore, gravel, granite, etc., etc.

This mono-rail ought to be interesting to the Cobalt, Gowganda and Porcupine districts, where it now costs in some places dollars a cwt. to haul stuff three miles, and not only in these places but it is the same thing elsewhere, and, particularly for moving timber from a distance, which at present is utterly impracticable and almost impossible.

What is the most difficult problem of the age? It is transportation. There's no disputing that. Here in Canada it is how to move the wheat crop - the lumber - the ore - cheaper than it can be done at present, or cheap enough to make it pay for handling. If this system that Mr. Maloney. is introducing here develops as it promises it must accomplish this, and it cannot fail for there it is - and there is no doubting merits of it. A little three h.p. gasoline engine moving tons and tons for at least one-twentieth the cost of teams, while the line itself costs less to install than to build the ordinary wagon road, and to it all "all seasons are alike." So easy is this system to install that twenty men will put up a mile a day, on the average - building the line as they go.

The cars, that are being shown here are not designed for any special purpose, but only to show the system. Of course, when the scientific world gets to work on this theory (for the system is new) it will be so transformed that the first one that is being shown now will be interesting for historical comparison. As Mr. Maloney says, " It is only a matter of time when this system of railwaying over the land will follow the telephone, will link the villages together as the telephone does, besides being feeders for all the big lines of travel.

Where it now costs, say, \$100,000, to move a certain quantity with teams, the same can be done with this monorail for \$5,000, which is therefore a saving of \$95,000, or in other words twenty to one in favour of the mono-rail over teams; therefore at this rate it is yet to be known what this system will mean towards developing all the rich mineral discoveries, towards the conservation of the forests, towards moving the wheat crop, towards installing transportation to the millions of acres of farm lands and timber limits; and towards all the other rich resources with which Canada is so bountifully blessed and which without transportation are practically worthless.

Patents have already been granted for the United States and Canada, There is one thing certain, and that is, if this invention of Mr. Maloney's has any merit at all (for there is no middle of course) it must become a thing of importance, of national glory. Maloney is a native of Ontario, while here in Ottawa he is studying the advantages of location somewhere in the province.

28/06/1910 *Ottawa Journal**Maniwaki**Union Station*

Judge Cassels of the Exchequer Court today dismissed the application for an order to compel the C.P.R. to obey the order of the Board of Railway Commissioners to run the Gatineau trains into the Central instead of the Union stations.

Judge Cassels said he could not interfere in a case which was pending before the Supreme Court. If a certificate was produced showing that the Supreme Court had dismissed the case, he would be in a position to deal with it.

05/07/1910 *Ottawa Journal**Chalk River**Braeside*

Million dollar fire in Gillies Lumber Yard. Sparks from shunting engine started fire. More. Five miles of private railway through the yard. C.P.R. engine was in the yard.

05/07/1910 *Ottawa Journal**Ottawa Terminal*

Plan to divert canal practicable. Article.

The Railway Commission is now in a position to decide whether the C.P.R. has the right to appeal to the Supreme Court on the decision of the Board that the C.P.R. run their trains from the Gatineau Valley into Central station.

The argument of Mr. Chrysler for the C.P.R. was followed by City Solicitor McVeity, who argued that there was no ground for appeal; that it was a question of facts and not jurisdiction.

It had been proved, he held, that the C.P.R. were not affording the necessary facilities at the Union station and that it was an unsuitable place for the Gatineau trains to enter.

Mr. O'Meara, for the Gatineau Railway, pointed out that only a question of jurisdiction could be taken to the Supreme Court, not facts, and if this question were taken to the courts it would be thrown out because the matter had been settled in a previous case. The hearing is proceeding.

07/07/1910 *Ottawa Journal**Ottawa Terminal*

CPR proposal would be better if city owned the tracks - Mayor. Article.

07/07/1910 *Chesterville Record**Chalk River**Arnprior*

\$1,000,000 fire at Arnprior.

Arnprior July 4. Fire broke out at 7 o'clock tonight in the yards of the Gillies Lumber Co. destroying 60,000,000 feet of lumber valued at \$1,000,000. Help was summoned from Ottawa, Renfrew, Almonte and Carleton Place, the brigade of the latter town being the first to arrive doing yeoman work with the local fire fighters in quenching the flames. The lumber yards are three miles from the town close to the CPR. Nothing is known as to the origin of the outbreak. Mr. Durenyle, a book-keeper, was badly burned.

07/07/1910 *The Equity, Shawville**Waltham**Shawville*

Evidences up at the railway yard show that the company now propose to move the station and freight shed to a site within a few yards of the crossing at Centre street, which is not according to the plan of the proposed changes submitted to the council when the privilege was sought to construct another siding across the said street. With station so close to roadway it seems probable that the public will suffer inconvenience from a frequent blockade of cars, and the 5 minute limit may be repeated more frequently during the day than most people who have much driving to do will care to see.

09/07/1910 *Ottawa Journal**Ottawa Terminal*

Independent proposal to build a station in the bay of the Ottawa river at the foot of Bank street. Access fro C.P.R. would be easy, but a Y bridge would be needed to connect to the Central Depot and Interprovincial bridge. Article.

12/07/1910 *Ottawa Journal**New York Central*

About 4 p.m. yesterday, a freight on the O. and N.Y. jumped the track, about 11 miles south of Cornwall, tearing up rails and ties for 500 or 600 feet and blocking traffic.

The engine and tender along with seven cars, loaded with wood and coal were derailed. The crew jumped and escaped with a shaking up. Gangs of men were rushed to the spot and built a siding round the wreck, having the line ready for business this morning.

12/07/1910 *Ottawa Journal**Ottawa Terminal*

Discussion on Union station issue. Article.

12/07/1910 *Ottawa Journal**Prescott**Wellington St. Viaduct*

C.P.R. puts on its plate.

Advertising pays, at least the C.P.R. is clearly of this opinion.

On the Wellington Street viaduct, the recent overhead bridge constructed across Wellington street car tracks there is a plate which bears the following inscription:

BUILT

BY

C.P.R.

1909

That plate, made of polished brass, is firmly implanted in the masonry at both ends of the approaches. It would seem as if the C.P.R. had overstepped itself in claiming the credit for erecting this bridge.

To make a long story short, the viaduct, after considerable negotiations, was erected at the joint expense of the Corporation of Ottawa, C.P.R., G.T.R., and the County of Carleton.

City Engineer Kerr was surprised when he heard that the C.P.R. had placed the plates in position, and stated that they had no right to put the brass inscriptions in place.

"It certainly did not come within their rights to do so," he stated to the Journal, "but as the plates are upon the concrete work which was erected by the C.P.R. it is doubtful if we have any say in the matter.

Mayor Hopewell also though the brass plates a peculiar piece of business, but could not say what steps the city would take.

According to the interview which Mr. H.B. Spencer, local superintendent granted to the Journal, the plates, presumably, were put in place by the Engineer's Department of Montreal, the construction of the bridge coming under that department of the road.

"I don't know who really put the plates in position," stated Mr. Spencer, "but I didn't give any instructions as to the inscriptions."

14/07/1910 *Athens Reporter**Westport*

The B&W Rwy was purchased by Canadian Northern Rwy.

15/07/1910 *Brockville Recorder**Westport*

An Important Railway Meeting Was Held Here Directors of the Brockville, Westport and Northwestern resigned - Canadian Northern Railway Representatives Take Their Place

At the meeting held yesterday of the directors of the Brockville, Westport and Northwestern Railway at the office of Bueli and Botsford, Messrs. E. R. Thomas, J. T. Lewis A. P. Van Tuyl, all of New York, resigned from the board, and in their place were elected: D. B. Hanna, third Vice President and General Manager of the C.N.R.; F. H. Phippen, K.C. Ruel, J.D. Martin and R. C. Vaughan.

These gentlemen together with Messrs. W.H. Comstock, Jas Cumming, R. Bowie, W.C. Fredenburg and W.S. Buell now constitute the directorate.

Among the other business transacted was the passing of a resolution expressing the regret of the Canadian members of the directorate at the severance of the association with the New York gentlemen now retiring. The resolution said, "We have always found them not only men of integrity, but genial companions, and has always been a source of pleasure."

Several of the New York gentlemen expressed their intention of continuing their visits to Brockville despite the fact that they have disposed of their interests in the railway.

16/07/1910 *Ottawa Journal**Ottawa Terminal*

Proposed diversion of the canal by way of Dows Lake and the Chaudiere - scheme of N. Cauchon. Includes map which is printed upside down. Article.

Rockland. An attempt to wreck the G.T.R. pay car, due here last night, was made between 6 and 7 o'clock last night. It happened about three miles from the village. At a concession crossing some miscreant tore up the crossing in broad daylight and laid planks across the rails. When about 3 miles out as stated, the engineer of the pay car engine noticed an obstruction on the track and rapidly threw on the brakes. The pay car was going slow at the time and nothing serious happened. The engineer noticed the obstruction in time to prevent the car leaving the wheels. Strange to say the pulling up of the crossing and the laying of the planks across the rails occurred immediately after the passenger train for Ottawa arrived at 6 o'clock. The pay car arrived an hour later. The people here feel that it is unfortunate that this attempt at wrecking should occur on the eve of the strike. Citizens generally indignantly repudiate the thought that railway employees had anything to do with it, but they think that some miscreant took advantage of the occasion to do his work and throw suspicion on the railway men.

19/07/1910 *Ottawa Journal* *Sussex Street*

C.P.R. buys land to extend freight yards. Sussex Dalhousie area - article.

20/07/1910 *Brockville Recorder* *Kingston (CN)*

GTR Men On Strike At 9.30 on Monday night all the conductors, trainmen and baggage men on the GTR, went on strike for higher wages. Trains were all delivered at the terminals, and then the men departed.

21/07/1910 *Chesterville Record* *New York Central* *Crysler*

Mr. Sandy McMillan, an operator at the depot of the O&NY at Crysler was drowned on Saturday evening last. It seems that he ran down from the station to the river and immediately went into the water and must have taken cramps. Sandy was 18 years of age and made his home with Alex Hector McLean. Last year he attended school at Morewood where he is well known.

21/07/1910 *Chesterville Record* *Hammond*

An attempt was made to wreck the pay car of the Grand Trunk Railway yesterday afternoon near mileage 13 on the Rockland Branch of the road. While proceeding along at a slow rate of speed the engine ran into a plank placed across the road. The engineer quickly reversed his engine, his alertness avoiding a serious accident. A little further on the trainmen sent out to look for further obstructions came across two other planks, also placed where the train, if going at any speed would have been ditched had it struck them...

21/07/1910 *The Equity, Shawville* *Pontiac and Renfrew* *Bristol*

The Bristol iron mines, which were abandoned about 20 years ago, because they could not be made a paying proposition by reason of the methods that were employed in mining the ore, and the long haul from the mine to Pennsylvania, may once more, in the not very distant future, become a hive of industry, and a boon to the lower end of the county. It has been established pretty fully on expert investigation made recently that a very large body of ore exists there. The erection of an electric smelter to be operated by power generated at the Chats falls, as is contemplated, will, it is said, furnish the new life which is needed to develop and place the industry on a successful basis.

22/07/1910 *Eastern Ontario Review* *Montreal and Ottawa* *St. Eugene*

St. Eugene. Great improvements were made at the C.P.R. station here such as a cement foundation and cellar, the lowering and lengthening of the platform, all of which was first class work, with the exception of something to sit on outside, such as we have at Vankleek Hill and elsewhere to accommodate people who are waiting for the train.

23/07/1910 *Brockville Recorder* *Kingston (CN)*

GTR Men On Strike Brockville had a sensational evening on Friday, the first of its kind in that peaceful town. Since the strike of the GTR it has been the practice of about thirty or more persons to visit the station and watch the trains come in. No one really noticed Friday night that the crowd was larger than usual. The Moccasin, from Montreal came in, and there was no trouble, then the Toronto local arrived, and the non-union men in charge were in Yardmaster Hatton's office, when suddenly a stone crashed through the window. Then all fury broke loose. There was yelling, and cursing, and fighting, a truck was shoved against all the windows breaking them, then a hose was directed inside on the occupants, soaking them. The men were finally forced to come out of the building, as they were told if they didn't come out they would be burned out. As soon as they appeared they were set upon by the crowd. Engineer Szammer was hit in the head, and the blood began to run down his face. Constable Hourigan was beaten and Constable Dyer tripped and kicked. Everyone was fighting everyone else, friend and foe alike. The fire department was called and they added to the confusion. Word was sent to Prescott and Kingston to hold all trains, and about 2:30 am someone thought to call out the militia. They were on duty by 4:30 and in short time had the station building in their possession, and had cleared the yards. Mr. Wilcox, Mr. Manseau and Mr. Course were so badly beaten up they had to be taken to hospital. Three men were arrested for causing a riot.

25/07/1910 *Ottawa Journal* *Kingston (CN)* *Brockville*

G. T. R. Dissatisfied
Inadequate Military Protection, They Claim.
Want Men From Permanent Force.
Mocassin From Montreal Derailed.
Special to The Journal.

Brockville July 25 - the soldiers of the 41st regiment who were called out after Friday night's strike riot at the Grand Trunk depot, are still on duty there night and day, patrolling the platform with relays of twenty-five taking the hours allotted to them. Despite the vigilance of the soldiers a dastardly train wrecking feat was accomplished Saturday night shortly before nine o'clock a couple of hundred yards east of the platform upon the arrival of the Moccasin from Montreal. The train was slowly pulling into the depot, and after the engine and first trucks of the baggage coach passed over the William street crossing switch it was tampered with in such a way as to cause a derailment of the rear trucks of the baggage car and the three coaches following, containing forty passengers. The cars were not overturned, but simply skidded along the ties until the engineer applied the air brakes. The damage was slight, and neither the passengers nor crew sustained the slightest injury, although all were more or less badly scared.

A Detachment of the soldiers was at once placed on guard of the train until workmen succeeded in righting matters, the the job occupying several hours. Yesterday afternoon a freight train was tampered with on leaving the yards for Montreal, an angle cock being closed which automatically applied the brakes, and the train was stalled on a steep grade just outside the town limits. The displacement of the apparatus was righted and the freight proceeded without further incident. Another freight was also moved west during the afternoon, and shortly before six o'clock a train pulled in from Montreal. All these trains contained manifest goods.

The remains of a plow point with found on the main line two miles east of Brockville this morning. During the night, it is thought, it was placed on the rails with a view to train wrecking.

It was reported tonight that the Grand Trunk authorities are dissatisfied with the services of the local militia. In the ranks of those on duty are numerous strikers, who it is feared will not do their full duty should occasion demand. The railway is pressing for a detachment of the permanent force. Making the change rests with the mayor, who will call a special meeting of the town council today to advise him as to what further action should be taken.

An Insane Man Tries to Wreck C.P.R. Train

Passengers from Maniwaki had a very narrow escape.

The passengers on the 7 o'clock train from Maniwaki to Ottawa yesterday morning had a narrow escape from death, and only the chance passing of John Barker, a sectionman on the C.P.R. saved the train from being hurled with its passengers into a treacherous ravine.

In Hull Court this morning before Recorder Desjardins, Louis Richard, a man without a home, said to be out of his mind, was charged with maliciously placing obstructions on the C.P.R. Gatineau line. The obstructions included two large planks, stakes, spikes and a ladder, making a most dangerous barricade.

James Barker was the principal witness against the accused. He swore that he saw Richard tampering with the switch about two and a half miles on this side of Burbidge station. At this point there is a big rock and a very sharp curve.

Barker was proceeding down the line on a hand car, and found the switch open, planks on the line and a log 12 feet long and six inches thick. There was also a 20 foot ladder which had been used by sectionmen for railway purposes.

Spikes had been placed in between the rails on end, in such a way as to wreck any train that passed over them. Nearby Barker says he met Richard whom he knew was not in the employ of the company. He asked him why he had placed obstructions on the line, to which he replied, "I don't want the ballast train to go up there, it has no business there. I want it to run along that way," meaning along the direction to which he had turned the switch.

Barker, as soon as he could, got the spikes out, and moved the ladder and planks, as the train for Ottawa was then due to arrive at that point. After seeing that everything was right, he took the man on his hand car up to Burbidge station, and telegraphed Superintendent Spencer of the C.P.R. asking what he should do with him. He was ordered to take him to Maniwaki and hand him over to Bailiff Nault.

Detective Lowe of the C.P.R. was sent up from Ottawa and accompanied the prisoner down to Hull where he arrived this morning.

Bailiff Nault told the Journal that he remembered meeting the accused in the beginning of June sitting on the side of the road eating a piece of bread. He spoke to him and his replies convinced him that Richard was insane. Richard told him that he belonged to St. Thomas and that he broke the record on the I.C.R. when he was an engineer on that road. He informed the bailiff that he had a brother in St. Raphael, Que., whose name was George Richard.

Richard has been employed in the lumber camps in the district all winter. Richard appeared in court in his shirt sleeves and did not seem to realize the seriousness of his crime. After he had listened to the evidence he was asked if he had anything to say, and he replied in French that he had nothing, and plead guilty.

He was committed to the assizes. He will be examined for insanity.

28/07/1910 *Chesterville Record**Carleton Place**Carleton Place*

Was locked in a car.

Ovid Joinette of Ottawa has issued a writ of damages against the CPR and Stephen J. McGonigle, a conductor on the road, for damages through the loss of plaintiff's foot under peculiar circumstances. Last 24th of May Joinette claims while on his way from Ottawa to Carleton Place he was assaulted by the conductor and locked in a car. When he neared Carleton Place he was so afraid that he was to be assaulted again that he jumped off the train and had his foot so injured that it had to be amputated. The conductor claims that the plaintiff refused to pay his fare and was therefore placed in custody.

29/07/1910 *Eastern Ontario Review**Brockville*

It is the intention of the C.P.R. to construct waiting rooms at all crossings along the Ottawa-Brockville line providing a petition of the farmers is sent in asking for the same.

29/07/1910 *Renfrew Mercury**Eganville**Eganville*

The efforts of the cillage council to have the C.P.R. Co. to build its new station on a more central site have evidently failed, for Messrs. Reinke & Boland, local contractors, have commenced the erection of the new building near the site of the old freight station. Two propositions were before the Company and the Council for a central site. One was to procure land from Mrs. Bonfield on the north side of the trestle on John street. Surveyors examined this site and their report to their superiors was that the cost of grading and preparing the ground would be \$22,500. The Company had no thoughts of expending this sum. Another site was available on the south side of John street; the grading at this was estimated at \$3,100, but this proposed expenditure did not meet with the approval of the governing heads. On Tuesday evening two employees of the Company visited Eganville to consult with Messrs. Reinke & Boland and arrange for the immediate construction of the new station. Eganville Leader.

29/07/1910 *Renfrew Mercury**Brockville*

It is the intentin of the C.P.R. construct waiting rooms at all crossings along the Brockville-Ottawa line providing a petition of the farmers is sent in asking for the same.

29/07/1910 *Eastern Ontario Review**Vankleek*

Freight trains began running on the Hawkesbury branch of the Grand Trunk on Tuesday last. Regular trains are now being operated bi=oth on the branch and main lines.

Note:- after a strike.

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

THE FIRST SOD

Many Will Attend New Railway Ceremony.

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

Advertisement with map by the company

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

PROVISIONAL DIRECTORS.

J, McFarlane, Chairman Provisional Board, Ottawa, Ont,
 VV, H. Fetterly, vice-chairman, Morrisburg, Ont,
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The capital stock is divided into 5,000 shares, par value, \$100 each, of which 1,250 shares, is at present offered for public subscription.

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

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

No agents have been appointed,

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

The prospectus, giving full information regarding the undertaking will be mailed free upon application,

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

03/08/1910 *Ottawa Journal*

Morrisburg and Ottawa Electric *Morrisburg*

SIR JAMES OPENS ROAD

First-Sod of Morrisburg and Ottawa Ry. Turned.

Imposing Ceremony at Morrisburg Yesterday.

Speeches by the Premier and Many Ottawa Men.

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

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

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

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

First sod turned.

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

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

More

TURNED FIRST SOD OF RAILWAY

Morrisburg and Ottawa Electric Line.

Ottawans Assisted at the Ceremony.

Sir James P. Whitney Was in Form.

Morrisburg's semi-centennial and home coming week was officially opened yesterday afternoon and several hundred old boys and girls were there from all parts of Canada and the United States. A four days' program of sport has been prepared and the visitors to this proud town are being given the glad hand, to be sure. An important event in connection with the opening ceremonies was the turning of the first sod of the Morrisburg and Ottawa electric railway. Sir James Whitney officiated. There were several addresses in this connection, including those by Mayor Hopewell, ex-Ald. Laverdure, Mr. John McFarlane, president of the road, and others. Mayor Hopewell announced that he was sure that this new railway will have an entrance to Central station.

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

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

He went on that he had been authorized by Hon. G. P. Graham to express his regrets that that minister could not take part in this ceremony, as he is engaged in a western tour with his leader. "I might say right here that Mr. Graham has, in his various activities, reflected great credit on the country of which he is a citizen and the town of which he is a son. With regard to Mr. Graham and myself," he continued, "we have tried to do our duty in the different positions which we occupy, and I am not boasting when I say that we represent politics of a high order." He spoke of the necessity of two parties, one to correct the other. Both parties in the main are working for the good of the state. There is no one party best, they are equal and complement of each other. The time has gone by when men believed that the party to which they belonged was the only good party and that they were justified in injuring in any way they could the other party. No people on the face of the earth have received as many material and moral benefits during the past years and the present as the people of this country. When I went to school we had a geography which had a mark for Toronto, a mark for Montreal, a blur for where Ottawa now is, and all the great West was marked as desolate waste. How remarkable have been the changes since that time. He spoke of the strong chains which bound the Empire together, and was sure that in the future Canada would play a very strong part in bearing the burdens of the Empire. His speech was interjected with cheers, and three hearty cheers were given Sir James at the close.

After his address the premier of Ontario shouldered the silver-plated shovel which was taken from a velvet case and turned the first sod of the new railway.

"Blessed be the man who turns the remaining sods," were his words as he turned over the large rectangle of earth.

He said that while he knew nothing intimately about the new railway he believed that if it were well built and wisely handled it would be a financial success.

Anything the Ontario government could do for it except give it money it would be pleased to do. He pointed out the great advantage the new railway would be to the people of Dundas and they would never rightly appreciate these advantages until it was built.

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

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

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

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

The speeches were followed by sports --.

04/08/1910 *Ottawa Citizen**Ottawa Terminal*

Local officials not yet notified that strike is at an end. Men have reported for duty but are told they will be called when wanted. Employees held meeting but declined to give out statement.

The Grand Trunk trains arriving and leaving Ottawa are still being managed by strike breakers and officials of the company, despite the fact that a settlement of the strike was announced Tuesday evening. (2 August)

No information has yet been received at the local superintendent's office regarding the settlement of the strike, or of the manner in which men are to be taken back to work. Not a man has been taken back on the Ottawa division, although all have reported that they are ready for work. At the trainmaster's office, the men have left their names being told they would be called when wanted.

Supt. Donaldson is in Toronto attending a conference of the superintendents and officials of the road, and will return to the city tomorrow, when some announcement is expected.

It was reported at the Grand Trunk office that no freight was being moved on the Ottawa division, and one of the officials stated that matters seemed to be worse than when the strike was on. An air of uncertainty prevails and the staff are hourly expecting orders. The passenger service is being operated as usual, the crews being those who have been in charge since the strike was declared.---

05/08/1910 *Ottawa Citizen**Ottawa Terminal*

Local strikers back on G.T.R to first open branch lines

Instructions received by local authorities for engagement of as many men as are needed. No Ottawa men used violence and all eligible for positions again.

Montreal men will start on suburban service today. Vice-president Murdock says all will go back.

Acting on instructions from General Superintendent of Transportation Brownlee, of Toronto, the local officials of the Grand Trunk, last night placed twenty of the local strikers back at work, sending them out to open up the branch lines on the Ottawa division. Instructions are to take on others as soon as places are found for them.

This was the first official word received by the local officials that the strike was officially off, and that the men were to be taken back. Mr. Brownlee's communication only ordered that the men resume work as soon as possible, and that as many men be taken back as were needed.

As Supt. Donaldson was absent from the city last night, none of the old conductors or trainmen were sent out on the run to Montreal, but it is expected that during the course of today or tomorrow a rearrangement of the runs will be completed, and that the majority will be taken on then.

It was learned that there are no complaints against any of the men on the Ottawa division as regards the use of violence, so that all who went on strike will be eligible for positions again. No instructions have been received locally as to the disposition made of the pension question.

All the late strikers have reported they are ready for work, and there was a large number of them at the Central depot last night to see those of their members who were taken on to man the trains again. All expressed pleasure that there was at last "something doing" in the way of resuming work, after a wait of two days after the strike was first officially declared off.

05/08/1910 *Eastern Ontario Review**Brockville**Fairfield*

Brockville, Ont., July 29 - The C.P.R. Ottawa express, after leaving here this morning, narrowly escaped being derailed north of Fairfield by an axle of the engine breaking. The engineer detected the trouble in time and shut off steam and prevented a derailment. The train and passengers were delayed until an engine was brought from Smith's Falls.

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

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

06/08/1910 Ottawa Citizen Beachburg Norway Bay

Norway Bay Advance

Line of Boats and Railway now Talked Of

Mckenzie and Mann are contemplating the construction of a railroad west of Ottawa which will touch on Norway Bay. The company also propose to put on a line of boats between Sand Point, Arnprior and Norway Bay. ---

08/08/1910 Ottawa Journal New York Central Russell Shale Brick

With head office and principal plant in Ottawa, a number of people of this city have been incorporated into a company to be known as the "Russell Shale Brick, Limited," to manufacture natural and pressed brick, tiles, terra cotta, cement and a general line of builder's supplies.

The capital stock is \$300,000 divided into \$100 shares. The directors are Angus Wm. Fraser and James Goodwin, barristers; John G. Turriff, Percy D. Wilson, student-at-law and Miss Catherine Matthews, a stenographer.

11/08/1910 Chesterville Record Prescott Manotick

The local train in the CPR due at Prescott at 4.50 pm arrived tonight minus almost every pane of glass and showing other evidences of having been in a fray. About 3 p.m. when pulling out of Manotick the train ran into a cloudburst accompanied by a terrific wind. The train could be felt to rock heavily after a heavy hailstorm. The hail was so heavy that every window was broken instantly. One lady who had her watch on her wrist reported the hail having come through the window with sufficient force to break the crystal on her watch.

12/08/1910 Eastern Ontario Review Tramway Arnprior

Arnprior Aug. 8. Fred Yahuke, a brakeman was instantly killed in the Mclachlan lumber yard, yesterday by being buried beneath a pile of lumber which fell from a lorry as he was passing. His home is in mansfield where he was married a short time ago,

12/08/1910 Renfrew Mercury Renfrew

Mr. J. R. Booth did the unusual thing by his men who were thrown out of work by the GTR strike. He gave them full pay, just as if they had been working for him, at a cost to himself of \$12,000. The men gathered and gave him a mighty shout of thanks. He told them that he thought he could afford the loss better than they could. 'J. R.' as he is familiarly called, was always noted for giving worthwhile men a helping hand. This time he has widened the bounds of his practical sympathy.

13/08/1910 Ottawa Journal Other Quebec and Blanche River

A general meeting of the shareholders of the Quebec and Blanche River Railway will be held at 150 Middle Street Ottawa on September 7th to elect directors and consider reports. Mr. Levi Crannell is secretary treasurer.

18/08/1910 Chesterville Record Kingston (CN) Brockville

Today two heavily loaded coal cars broke away from a string of cars being pushed into the GTR coal chutes. They crashed through the east end of the building and fell to the ground below, a distance of sixty feet. Several piles were torn away, besides a large portion of the structure entailing a loss of upwards of \$2,000. The main line was blocked with coal and debris. A yard man standing on one of the cars, giving signals to the engineer narrowly escaped being caught in the wreck. He saved his life by jumping.

19/08/1910 Ottawa Journal Alexandria Vars

Dr. W.A. Empey of Vars Shot by Laborer Yesterday

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For two hours after the accident Dr. Empey was without medical aid. Dr. Chevrier of Embrum and Dr. Woods arrived about 2.30 in the afternoon. Arrangements were also made for a special train from Ottawa. On this travelled Dr. Webster and Dr. Graham of the Protestant General Hospital. The trip was made in seventeen minutes. On the arrival of the physicians it was arranged to bring the woulded man back to Ottawa. He showed some anxiety on this point, for just before dying he asked about the departure of the train.

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17/09/1910 Ottawa Journal Hull Electric

Car No. 48 derailed near Eddy's warehouse on the Aylmer line.

23/09/1910 Eastern Ontario Review Renfrew Whitney

Eganville, Sept. 21 - Falling off a wagon beneath the wheels of a moving train at Whitney, Martin Shields of Hastings County, had both legs taken off. He was rushed to the hospital at Parry Sound where he died.

23/09/1910 Ottawa Journal Hull Electric

The Hull Electric Company have a steam roller at work on Main street, putting the road-bed in repair. The street will look well when finished.

27/09/1910 Ottawa Citizen Kingston (CP) Glenvale

Work has been commenced on the erection of a new freight station at Glenvale, Ont., on the Kingston and Pembroke Railway. As soon as this work is completed a start will be made on the new passenger station to be erected at Barryvale. There also is talk of new steel being laid on the railway.

27/09/1910 Ottawa Citizen Morrisburg and Ottawa Electric

BENEFIT TO OTTAWA

Mayor Advocates Morrisburg Railway Slogan for City.

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

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

The publicity committee has adopted the following slogan, which will be printed on all its literature and letter heads - " Twice as much power as Niagara at half the cost." The trade mark will consist of a view of the Chaudiere, in the center of which is a large electric transformer, representing the produced power. On the bottom of the motor the following words appear "Ottawa, the center of the greatest water power In the world." Publicity Commissioner Baker has reported to the committee that he is in touch with industries in New York and Los Angeles, which he may secure for Ottawa.

29/09/1910 *Chesterville Record* *Prescott* *Prescott silk*

A consignment of thirteen cars of raw silk and silk goods from the Orient were ferried across to Ogdensburg from Prescott Monday morning. The value was \$100,000 per car. The valuable consignment, which is going to New York left Vancouver last Sunday at 8.20 a.m. over the CPR and the trip across the continent was made in exceptionally fast time.

04/10/1910 *Ottawa Journal* *Chaudiere* *Chaudiere*

The Railway Commission this morning granted the application of the Grand Trunk Railway for authority to construct a siding from a point on the Chaudiere branch east of Lloyd street thence westerly upon and across Lloyd street to the premises of Continental Bag and Paper Company, west of Lloyd street. The order is subject to approval of plans by the commission's engineer.

Tunnel scheme up in the air.--

Application by the city for an order directing the Grand Trunk Railway to remove its tracks at the east end of the viaduct on the Richmond road was laid over -- The question of the C.P.R. branch line connecting the St. Lawrence and Ottawa Railway with the Montreal and Ottawa Railway in Lot 11 Carleton twp., Carleton County, was stood over indefinitely.

05/10/1910 *Ottawa Journal* *Ottawa, Rideau Valley and Brockvil*

Grand Trunk will operate O.,R.V. & B. Meeting of shareholders held yesterday. Work is expected to begin in the next 18 months. More.

07/10/1910 *Renfrew Mercury* *Chalk River* *Arnprior water*

The C.P.R. has offered the town of Arnprior \$500 for a water service for their engines. If an arrangement can be made the tanks at Pakenham and Sand Point will be abolished.

07/10/1910 *Ottawa Journal* *Hull Electric*

HULL ELECTRIC CAR DERAILED

Car No. 22 of the Hull Electric line was delayed some time this morning by leaving the track in front of the City Hall In Hull. The switch which is situated at this corner had spread somewhat on account of the recent rains and when the car went to make the turn it left the rails. Although there were quite a few passengers on board, they were not put to any inconvenience by the delay.

14/10/1910 *Eastern Ontario Review* *Carleton Place* *Stittsville*

Pendleton Boy Injured

Leonard Priestley, a young man residing in Pendleton, Ont., was taken to Ottawa Monday and brought to St. Luke's hospital suffering from injuries received in an accident at Stittsville. He was working on the Brockville branch of the railway from Carleton Place. The crew slept and boarded in box cars on the siding at Stittsville and about 6.30 when the men were preparing for supper, Priestley stepped down from one of the cars to go to another one ahead. As he stepped down the engine of the 7.15 express flew past. Leonard became confused and in his excitement attempted to cross in front of the engine. He was struck by the train and thrown 30 feet landing under one of the boarding cars. He was taken to St. Luke's hospital in a badly bruised condition and it is feared that his skull has been fractured. Leonard is 22 years of age.

21/10/1910 *Renfrew Mercury* *Eganville* *Dominion Rock Products*

Front page article about Jamieson Lime operations in Renfrew. --

But the Jamieson Co. manufactures another grade of lime. This is at Eganville where Mr. Geo. Barnes is in command and where about a dozen men are employed. --

21/10/1910 *Eastern Ontario Review* *Lanark County Electric*

Brockville, Oct. 17 - The proposed electric line from Ottawa to Lanark will run through the villages of City View, Merivale, Manotick, Wellington, Kars, North Rideau, Burritt's Rapids, Andrews ville, Merrickville and the towns of Smith's Falls and Perth.

03/11/1910 *Ottawa Journal* *Chaudiere*

The Grand Trunk Railway will remove their tracks at the east end of the viaduct on Richmond road next week and place them under the viaduct.

The promise was made to the Railway Commission today by W.H. Biggar Q.C. representing the Grand Trunk.

The application of the city of Ottawa to compel the G.T.R. to place the tracks under the viaduct stands over until the next sitting. In the meanwhile the work will be rushed by the company.

03/11/1910 *Ottawa Journal* *L'Orignal*

The Commission was informed by Mr. F.H. Phippen Q.C. on behalf of the Canadian Northern Railroad that their application to connect its lines with the New York and Ottawa Railroad was not so much for power to cross Hurdman's road as it was to allow connection with the New York and Ottawa Railway to be brought about so that the two companies could effect an interchange of traffic.

--Temporary measure, shunting track to be used for freight only. More.

NEW ELECTRIC ROAD

Stock Sales on Morrisburg and Ottawa Line Going Ahead.

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

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

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

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

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

23/11/1910 *Ottawa Journal**Ottawa Terminal*

Board of Control recommends engaging engineer Mr. W.F. Tye to investigate question of railway terminals.

25/11/1910 *Ottawa Journal**Kingston (CN)**Gananoque*

A fire started here at one o'clock this morning in the Thousand Islands Railway shed causing upwards of \$2,000 damages. It is not known how the fire started. The flame was discovered in the wooden partitions. In a short time the roof was on fire. The volunteer brigade was soon on the scene and within half an hour the fire was under control. Fortunately the walls of the building are of concrete otherwise the whole building would have been destroyed. The loss is covered by insurance.

08/12/1910 *Ottawa Journal**Ottawa Terminal*

New scheme for a C.P.R. entrance to the city. Avoid closing of the canal. Would have C.P.R. use their own property on Nicholas street and burrow under the Grand trunk tracks from Laurier bridge to Queen street. More.

13/12/1910 *The Equity, Shawville**Waltham**Shawville*

In Shawville a staff of men have been engaged making sundry changes in the railway yard, the most important of which is the shifting of the station westward to a location a few yards east of the crossing at Pickanock (or Centre street). Citizens generally regard this change with not a little disfavor, as it is thought it will result in impeding street traffic to an annoying extent on occasions when much shunting has to be done.

Also in the Renfrew Mercury 23 December.

13/12/1910 *Ottawa Journal**Hull Electric*

The patrons of the Hull Electric Railway would be much comforted by hearing that the outside window are soon to be placed on the cars running to and from Aylmer.

31/12/1910 *Ottawa Journal**Ottawa Terminal*

Plan of how C.P.R. could get through Ottawa. Good sized plan - shows a line under Majors Hill Park and along below Parliament Buildings to Union Station.