

Local Railway Items from Area Papers - 1913

04/01/1913 *Ottawa Journal* *Smiths Falls* *Smiths Falls*

Mr. John Rowley, manager of the C.N.R. at Mularkey is in town and registered at the Windsor. Mr. Rowley reports great progress on the line under construction between Ottawa, Sydenham and Smiths Falls. The line is now built as far as the Jock River, where a steel bridge, 300 feet in length, is now in course of construction. So far, 170 feet has been completed and the work is being rushed with all possible speed.

10/01/1913 *Eastern Ontario Review* *Belleville* *Christie Lake*

Explosion Kills Three
Perth, Jan 5. - Murdoch's construction camp, on the new C.P.R. line from Smith's Falls to Belleville, near Christie Lake was the scene of an accident which resulted in the death of three workmen. They were in the act of loading a hole when it exploded killing an Englishman named Court instantly and injuring three others, two of whom died after doctors arrived. They were both Scotchmen, Alex McTavish and Alex Morrison. The latter lived in Forrester's Falls, Ont., and leaves a widow and family. The fourth is still living, although he has a serious injury to his spine

17/01/1913 *Renfrew Mercury* *Kingston (CP)*

\$3,000 K. & P.R. Bonus.
-- so long as the Kingston and Pembroke Railway Company is not amalgamated with or merged in the Canada Pacific Railway Company then this obligation (to pay Renfrew \$3,000) is to be void and of no effect otherwise to remain in full force and effect.

18/01/1913 *Ottawa Journal* *Winchester* *Smiths Falls*

The C.P.R. coal dump was destroyed by fire at 7 o'clock last evening and a large quantity of coal was consumed. The loss will necessitate the C.P.R. loading their engines by hand until a temporary structure is built.

24/01/1913 *Renfrew Mercury* *Beachburg* *Pembroke*

On Monday last the C.N.R. submitted to the town council a new route through the town. In this route the divisional yards and workshops will be situated at White's Farm. From this point the main line runs towards the town crossing the G.T.R. tracks and the Muskrat River near Foster's Axe Factory. Crossing the southern corner of Churchville a spur will run into Pembroke, leaving the main line at Gourley's Farm, then crossing the Indian river at the late Jamieson bridge running over W. Witt's property to the western side of William street on Moffatt's Point, then running on as far north as Mary street near Witt's embankment. The local stations and freight yards will be situated between Mary and Elizabeth streets, occupying the western half of that block. The spur again joins the main line at Churchville. - Pembroke Standard.

24/01/1913 *Eastern Ontario Review* *Central of Canada* *Fenelon Falls*

Central Canada Railway
Fenelon Falls, Jan. 16. - A meeting was held here to-day in connection with the Central Railway of Canada. The Vice-President, C.M. Armstrong, and F.S. MacLennan, K.C. addressed the meeting in behalf of the company, while Mr. M.H. Callum, M.W. Brandon, L.J. Lee, S. Nevison, Dr. Johnston and Reeve Tiers spoke for the village. The chair was occupied by R.M. Mason, M.P.P. It is the intention of the company to have the road in operation by 1914, and Fenelon Falls will be a divisional point.

28/01/1913 *Ottawa Journal* *Beachburg* *Airport spur*

The Canadian Northern has closed with an Ottawa land syndicate re. the purchase of two farms on the other side of Billings Bridge. The farms were formerly known as the Upton and Langstaff properties, and it is understood the railway will use them for gravel pit purposes. As the deal was closed directly with the Toronto office the purchase price is not known. It has been estimated at \$30,000.

30/01/1913 *Ottawa Journal* *Montreal and Ottawa* *Hull*

The Canadian Pacific Railway is going to build a new station at Hull on the opposite side of the track to where the present station is situated. The station was built when the line was laid, about 35 years ago and is quite inadequate to meet the demands of the quickly growing city. The company will also build a roundhouse and yard for the engines. There is no engine shed at Hull now and the Ottawa shed is too small and cannot be extended. It is expected that work will start in the spring or summer.

31/01/1913 *Renfrew Mercury* *Ottawa, Rideau Lakes and Kingston*

Funds raised for Lanark's railway. Full account - Lanark Era.

31/01/1913 *Ottawa Journal* *Beachburg* *Rideau Junction*

Rumors of extensive operations to take place at Rideau Junction next spring are now leaking out from C.N.R. quarters. It the first place it has been almost definitely announced that excavation work on the new station will be commenced in the spring and it is understood that the C.N.R. will erect a modern fireproof structure at this point and it will cost not less than \$30,000. The C.N.R. has sold many new lots on this new townsite and from a statement made by one of the officials this morning the C.N.R. will spare no pains to make this townsite a beautifully and flourishing railway centre.

31/01/1913 *Renfrew Mercury* *Central of Canada* *Carleton Place*

Account of a meeting in Carleton Place. - Carleton Place Herald.

Ottawa, Jan 31. - A meeting of the members and senators whose districts will be served by the proposed Central Railway of Canada was held in one of the Commons rooms this morning, and the project of the company explained by F.S. MacLennan, K.C.

This is the railway which has been projected from Montreal to Midland with a branch to Goderich, one of the outstanding features of the scheme being a proposal that the Intercolonial should be given running rights over the new line to Georgian Bay.

The bill made its appearance last year, and encountered much opposition by reason of a claim to land grants amounting to 650,000 acres across each of Ontario and Quebec, this claim being made on the ground that such grants went with the charter of the old Carillon and Grenville Railway and others acquired by the Central Canada. It was explained to-day that under the proposed bill no land grants will be legalized, the existing rights of the company to be determined by the courts. The company seeks a subsidy for 340 miles of railway, promising to handle grain between Port Arthur and Montreal at 4½ cents a bushel. It is claimed that the new line will be 42 miles shorter than the new C.P.R. line from Port McNicoll to Montreal. The bill will be considered in the Railway Committee next week.

Among those at the meeting were Senator Owen, who presided, W.H. Bennett, promoter of the bill; Hon. Messrs. Coderre and Perley; Senator McHugh and Messrs. Wallace, Thoburn, Merner, Sexsmith and Burnham.

07/02/1913 *Eastern Ontario Review* *Winchester* *Smiths Falls*

Spectacular Fire at Smith's Falls

The fire that destroyed the upper part of the C.P.R. coal chute last Friday night was one of the most spectacular ever seen in Smith's Falls says the News. This coal chute is built about seventy-five feet above the ground, and is made of immense timbers and had a wooden covering. The fire is supposed to have been caused by a defective electric wire, and there being much oil and grease about the place the fire spread rapidly and made a big blaze that could be seen for miles and illuminated the whole C.P.R. premises. The C.P.R. hose was attached to the hydrant at the station but the pressure was not sufficient to throw a stream high enough to reach the fire and it was not until the steam engine got to work that the blaze was put out. The loss is estimated at something over \$2,000.

14/02/1913 *Ottawa Journal* *Smiths Falls*

All that is required now for the completion of the C.N.R. line between Ottawa and Toronto is the construction of seven miles of road between the Jock River and Smiths Falls and fifteen miles between Smiths Falls and Sydenham, a total of 22 miles in all.

With the completion of the steel bridge at the Jock River a few weeks ago, the line has been rushed right (--) working out from Smiths Falls with the result that there are only seven miles now between them.

Work has also been rushed on the Toronto end and the fifteen miles that now remain between Smiths Falls and Sydenham will be completed early in the spring. Mr. C.S. Montgomery, local agent for the C.N.R. stated to a Journal representative this morning, that freight traffic would be operating on the C.N.R. between Montreal, Ottawa and Toronto early in the spring, while they hoped to have the line ready for passenger service by next fall.

The new station costing between twelve and fifteen thousand has been completed at Smiths Falls, while the subway under the C.P.R. and G.T.R. [sic] at the same place is now in use.

19/02/1913 *Ottawa Journal* *Ottawa Electric*

Accident to car No. 329.

20/02/1913 *The Equity, Shawville* *Waltham*

Comments on Pontiac Railway extension to meet the needs of the people of the western part of the county,

24/02/1913 *Ottawa Journal* *L'Original* *Hurdman*

James Hunter seriously injured as a result of a fall from a freight train at Hurdman's Bridge--

The boy, along with several other lads, had been drawing grips to the C.N.R. station. He boarded the train, intending to get off at the "Y" but in attempting to alight, he fell. He was tossed into the ditch by the engine. Signalman Farrell, picked the boy up in an unconscious condition --

28/02/1913 *Renfrew Mercury* *Locksley* *Pembroke*

Pembroke ratepayers will vote on March 14th, on propositions to grant a fixed assessment to the Grand Trunk Railway for its new station property.

11/03/1913 *Ottawa Citizen* *Alexandria* *Central Depot*

Bust was destroyed

Laurier Statue Shattered in Customs Bonded Warehouse

The white marble bust of Sir Wilfred Laurier, which originally served to embellish the rotunda of the Chateau Laurier, suffered destruction recently at the customs bondhouse because of the refusal of the designer to pay about \$240 duty thereon. The bust was made in France, but in putting it into position at the Chateau one of the employees unfortunately spoiled the features by fracturing the nose. Unsuccessful efforts were made to remove all signs of the defect, but finally it was decided to order a new bust and to return the former one to France. However, when informed that there still remained the duty to pay it was decided that the bust could remain in the bondhouse. It lay there for several months occupying valuable space until the customs officers shattered it into bits. Members of the bondhouse staff rescued some of the pieces for souvenirs, but the greater part of the costly production of art went to the refuse heap. The new bust is now in position at the Chateau. So far it has not been necessary to collect anything on its accident insurance policy

11/03/1913 *Ottawa Journal* *Alexandria* *Casselman*

GTR Ottawa Montreal Express Derailed Near Casselman

At ten minutes to nine last night the Grand Trunk train from Ottawa to Montreal ran into a bad piece of track on this side of Casselman, and the whole train, with the exception of engine and tender, left the rails and turned over.

No one was injured with the exception of Mrs. Donald Cameron of Maxville who was badly shaken up besides sustaining an injury to her knee, but all the passengers were more or less shaken up.

Had it not been for the fact that the train was slowing down preparatory to entering Casselman station the derailment might have culminated fatally.

Passengers on the Ottawa train for Montreal and also on the up train from Montreal were subjected to a delay of over two hours. Finally, a simple expedient was adopted, the Montreal train returning to Montreal instead of proceeding to Ottawa, and carrying passengers transferred from the derailed train. A special sent out from Ottawa brought the up train passengers to Central Station arriving at 1.25 a.m., a little over two hours late.

Grand Trunk officials say the damage will be slight. The track was cleared by an early hour this morning,

Ottawa Train Derailed

Coaches Turned on Side at Casselman Last Night

The Ottawa-Montreal train on the Grand Trunk Railway due at the Bonaventure Station at 11.15 p.m. was derailed at about nine o'clock last night half a mile this side of Casselman, about thirty miles from Ottawa. The only person injured was Mrs. Donald Campbell, of Maxville, Ont., who was badly shaken. The entire train left the tracks and two of the coaches turned over on their side.

The train, composed of three passenger coaches and a baggage car, left Ottawa at 8 o'clock and, running on schedule, had got half a mile out of Casselman when, from cause not yet determined, the engine jumped the rails, pulling the coaches with it, two of which turned over on their side fortunately without loss of life.

Word was sent to Casselman and Ottawa and Montreal offices were advised of the happening, with the result that a relief train was at once despatched from Ottawa to take on to the Capital the passengers which left Montreal at 7.45 last night, who were transhipped at the point of the wreck., the single track making their further progress impossible.

This train from Montreal took on the passengers of the derailed train and brought them to Montreal, where, according to the officials at the Bonaventure station, they were due at 4 a.m. this morning.

It was reported from Ottawa that the wrecking train and crew on the scene were making good progress and that the track would be cleared by five o'clock this morning, and that the mishap will not in any way interfere with the regular service of the system today.

13/03/1913 *Ottawa Journal**Smiths Falls**Smiths Falls*

The C.N.R. has inaugurated their freight service over this division and a consignment consisting of a car of cheese box headings was sent the other day from Lombardy to Portland. The track is now laid from Sydenham to within about two miles from Smiths Falls. The road bed is not in the very best condition, with the result that only an average speed of about 14 miles per hour is obtained. The train is now running regularly between Lombardy, Forfar and Portland carrying construction material.

14/03/1913 *Perth Courier**Smiths Falls*

Canadian Northern Railway

The Canadian Northern Railway has the track laid from Sydenham, north of Kingston to within two miles and a half of Smiths Falls. The first freight over the new road was in the shape of a consignment of cheese boxes from Lombardy to Portland.

A big construction camp will be established at Smiths Falls by the Canadian Northern Railway, within the next few of weeks to complete the work on the line through there. It will have accommodation for 300 men and this number will be employed at that point working both east and west.

14/03/1913 *Renfrew Mercury**Renfrew**Renfrew*

The Grand Trunk station is looking a good deal better than you, this week. The company's painters passed by last week, and cleaned up both inside and outside.

17/03/1913 *Ottawa Journal**Hull Electric*

Mr. J.R. Biggs, engineer of the Hull Electric Company, has just completed a survey for messrs. R. & T. Ritchie, of Aylmer, at the lower end of their farm opposite Fraser's. Messrs. Ritchie will store their lumber in a yard here so as to comply with a by-law made by the Aylmer council two years ago that all lumber be removed from Aylmer within the next two years. The Hull Electric are constructing a track from the mill to the yard and operations commence today. It is expected that the cars will start running on May 1, and they will, of course, run continuously conveying lumber from the mill to the yard.

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

Brockville wants the road extended to Brockville. More.

It is expected that construction work on this line will be started in May and that in two years time it will be practically finished.--

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

BROCKVILLE WANTS ROAD

Morrisburg and Ottawa Electric Ry. May be Extended There.

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

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

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

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

20/03/1913 *Ottawa Journal**Smiths Falls*

Track laying on the Canadian Northern between Toronto and Ottawa is nearly completed, Mr. S.M. Montgomery, C.N.R. ticket agent, told the Journal this morning.

"Yes, the bridge over the Rideau is finished," he said, "All the bridge work is finished, and all that remains to be done, with the exception of ballasting, is a few miles of track laying.

"This should be finished by the end of July, and I expect that our regular service between Toronto and Ottawa will be established during the present year."

As regards the Canadian Northern plans for a permanent station here, Mr. Montgomery could give no definite information. "Sir Donald Mann has something in his hat, but he hasn't divulged to anyone what that something is," he told the reporter.

Ottawa Train De-railed

The Ottawa-Montreal train on the Grand Trunk Railway due to pass Alexandria station at 9.30 p.m., was derailed at about nine o'clock Monday night half a mile this side of Casselman, about thirty miles from Ottawa. The only person injured was Mrs. Donald Campbell of Maxville, Ont., who was badly shaken. The entire train left the tracks and two of the coaches turned over on their side.

The train composed of three passenger coaches and a baggage car, left Ottawa at 8 o'clock, and running on schedule, had got half a mile out of Casselman, when, from a cause not yet determined, the engine jumped the rails, pulling the coaches with it, two of which turned over on their side, fortunately without loss of life.

Word was sent to Casselman and Ottawa and Montreal offices were advised of the happening, with the result that at once a relief train was despatched from Ottawa to take on to the Capital the passengers which left Montreal at 7.45 last night, who were transhipped at the point of the wreck, the single track making their further progress impossible.

The train from Montreal took on the passengers of the derailed train and returned to Montreal,

The flood, which raised so suddenly on Good Friday, is now over, --

This side of Hawthorne, the railroad was almost submerged, but the little frost we have had has held the waters in bond, and one is no longer reminded of a large lake, with a train trying to wade through it, as it seemed a few evenings ago.

G.T.R. train 23 derailed completely at Christie's Pit, between Greenfield and Maxwell [sic].

A picture appeared in the March 28 edition of the Evening Citizen showing the locomotive as it was thrown partly across the rails with the tender turned over on its side.

For the account in the Evening Citizen see

PASSENGERS HAVE MIRACULOUS ESCAPES IN DERAILMENT OF GRAND TRUNK EXPRESS WASHOUT CAUSE OF ACCIDENT AT MAXVILLE
 Montreal to Ottawa Train Leaves Rails Shortly Before Noon Yesterday, and a Number of Passengers Sustain Injuries in Being Thrown From Their Seats as Cars Topped Over Slight Embankment. Several Parliamentarians and Others Have Narrow Escapes From Serious Injury. Exceptional Coolness Shown by Conductor Leamy, Who Though Badly Cut About the Head, Rendered Immediate Assistance to Those in His Charge.

LIST OF INJURED. Paul Raymond, Restigouche, N.B., fractured arm and scalp wounds; seriously injured.

C Ferguson, corner Slater and Lyon streets, Ottawa, probably serious internal injuries.

Ned Laurin, Gatineau Point, wound in groin; seriously injured.

Senator Charles Prowse, Charlottetown, N.B., abdominal injuries, probably not serious.

Mrs. W. G. Parley, 275 McLaren street, Ottawa, back badly strained.

P. B. Mignault, K.C., Montreal, ligaments right leg and side strained, cut head.

W. C. Smith, Montreal, left eye bruised.

Conductor A. J. Leamy 128 Hinton avenue, Ottawa, wounds on head and sprained hand.

Rev. F. J. Singleton, Montreal, bruised and shaken up.

Mr. M. Saunders, Montreal, bruised and shaken up

Captain Leduc of Valleyfield, Que., scalp wounds.

G. J. Laurendeau, K.C., of Valleyfield, Que., bruised and shaken up.

In a derailment which fortunately caused no loss of life, but in which scores of passengers had miraculous escapes, not a few of them, however, with serious injuries, Grand Trunk train No. 23, Montreal to Ottawa, was wrecked about a mile east of Maxville station, at 11.45 yesterday morning.

Stopping dead in a distance of about twenty yards when at a speed of about thirty miles an hour, the wrecked train tore up the rails at the scene of the accident, one of them piercing the second car along its full length. The three passenger coaches and baggage car and tender left the right of way and turned over on their sides, but the engine, though turned almost at right angles to its course, did not leave the track.

HOW INJURIES WERE CAUSED

Of the dozen or so injuries, practically all were caused by passengers being thrown from their seats by the sudden stoppage of the train. On account of the position of the coaches it was in many cases extremely difficult for them to extricate themselves, but exceptional coolness is reported to have been shown, together with a considerable degree of chivalry on the part of the male passengers toward the six women who were on board.

HOW WOMEN WERE RESCUED.

The accident occurred when the train was running at considerable speed. According to stories told it stopped dead almost as soon as it left the tracks. The coaches ran along for only a few lengths and then stopped and turned slowly over on their sides in a ditch. The cars, fortunately, did not buckle, and only in a few cases were the seats loosened, although Senator Prowse's injury was due to the impact of a parlor car chair, which was hurled across the car at him.

Immediately those passengers who could get free lent assistance to others who were caught or were too seriously injured to help themselves. One car had to be partially chopped open before some women would be rescued.

DOCTORS RUSHED TO THE WRECK.

Conductor Leamy, although so badly cut up as to present an awe inspiring sight, to quote some of the passengers, immediately started across the fields to a farmhouse, from which he was able to phone to Maxville, the nearest station. Dr. McLennan and Hope, of Alexandria, and McDermott and McEwan, of Maxville, were sent in special trains, and did all they could for the injured. From Ottawa a special train was sent at 12.10, in charge of Superintendent Coleman. It proceeded to the scene of the wreck and took on the injured, their fellow passengers who were more fortunate, and those of another Montreal train which was held up by the accident to its predecessor.

THREE TAKEN TO ST. LUKE'S.

A large number of friends and relatives of those expected on the Montreal train were down at the Centra! station to meet the relief train, which arrived here at 4.05, and there were many scenes of anxiety as the injured were helped into cabs and taxis, to be taken to their hotels or homes. Three of them - C. Ferguson, of Ottawa; Paul Raymond, of Restigouche; and Ned Laurin, of Gatineau Point were taken to St. Luke's hospital, where they are still confined.

The wrecked train was in charge of Conductor A. J. Leamy. Engineer John King, and Brakeman Olmstead, of Ottawa. The cause of the wreck is supposed to have been the washing away of the ballast by recent wet weather, and was investigated by Mr. A. J. Nixon, chief operating expert, and Mr. G. A. Mountain, chief engineer of the railway commission.

In the light of later events the most remarkable feature is that nobody was killed. It was about fifteen seconds after the cars left the track up to the time they were lying on their sides at the bottom of the five foot embankment.

Senator Dr. Murphy, of Prince Edward Island; L. J. Tarte, proprietor of La Patrie, Montreal; his brother Eugene Tarte, Senator A. A. Thibaudeau, of De la Valliere, Que., were sitting in the smoking compartment of the parlor car when the accident happened. When the car began to sway they made a rush for the door leading from the corridor to the main body of the car, but found the door wedged tight. Senator Murphy threw his whole weight against the folding door and succeeded in breaking it down and he and his companions climbed over it and then out through a window to the ground.

Mr. Eugene Tarte says that none of the occupants of the smoking compartment were injured in anyway, though they were somewhat shaken up.

MR. MIGNAULT INJURED.

Mr. P. B. Mignault, K.C., of Montreal received cuts about his head and the muscles and ligaments in his right leg and side were severely strained, causing him considerable pain. It was a painful walk from the station to the Chateau Laurier. On arrival at the hotel he at once went to bed and wired for his wife to come to Ottawa.

Just before the accident happened Mr. Mignault was quietly dozing in his chair in the parlor car. He was wakened when it began to jolt and jar and he quickly realized that it had left the track. The next moment he was hurled from his seat and what happened in the following few minutes he does not know. When he regained consciousness he was wedged against the side of the overturned car by one of the armchairs. Blood was trickling down his face and his right leg and side harbored a great deal of pain.

Fellow passengers, who had escaped injury assisted him through the side window of the car to the ground and shortly after one of the doctors at the scene of the wreck bandaged his head. Mr. Mignault said that he was not seriously hurt, but he felt considerably shaken up.

HURLED AGAINST HEATER. Mr. W. C. Smith, of 6S Manse St., Montreal, received a souvenir of the accident in the shape of a black eye. He was in the coach next to the baggage car. The first intimation he had that something unusual had occurred was when he heard the emergency brakes thrown on with unusual force. A few seconds later an irregular bump, bump, bump, told plainly what had happened. Then quicker than it takes to tell the car turned over sideways. "I was thrown from my seat violently against a heater opposite to where I sat, but beyond getting this black eye I was not otherwise hurt. I crawled out of the car to the ground through a window. The train crew behaved splendidly under the circumstances. How some of us escaped being killed is a wonder to me," said Mr. Smith.

WOMEN FIRST SAID THE MEN

Mr. Gordon Perley, son of Hon. G. H Perley, minister without portfolio, says that all the men on the train showed splendid consideration for the women. Some who were injured refused assistance until they were assured that the women had been taken out of the wreckage and had received every attention. He says that he

was sitting beside his grandmother in the parlor car when it left the rails. She was thrown roughly to the floor and received a badly strained back, but no other injuries. He got off without anything worse than a mild shaking up.

The crew of the train also behaved with coolness and courage says Mr. Perley. They quickly cut a hole in the roof through which the four ladies in the parlor car were assisted to the ground. Mrs. Perley and her grandson were returning from a visit to friends in Boston.

DR. McDIARMID'S GOOD WORK Dr. McDiarmid, of Maxville, is worthy of special mention, say all the passengers. He worked like a Trojan attending to those who were injured and he was on the scene twenty minutes after the accident took place.

"I was in the second car," said Mr. Thomas Essery, of Montreal. "After the crash ' occurred the car stopped almost dead and slowly turned on its side. I looked down through the window, near where I had been sitting, and saw the water of a wayside ditch, from which I concluded we had gone over a bridge. A woman, Mrs. Pepin, of Arthabaskaville, had become wedged under a seat, and we had some trouble getting her out. I must say, however, that she and another woman who was also in the car, displayed the utmost courage."

NAMES OF PASSENGERS. The seven senators aboard the wrecked train, all of whom were in the parlor car, were: P. A. Choquette, Grandville, Que.; L. O. David. Mille Isle, Que.; A. E. Forget, Banff, Alta.; D. Gilmor, St. George, N.B.; B. C. Prowse (slightly injured), Charlotte-town, P.E.I. ; Dr. Murphy, of P.E.I., and A. A. Thibaudeau, De la Valliere, Que.

Among other prominent people In the accident were: P. B. Mignault, K.C, of Montreal; L. J. Tarte, proprietor of La Patrie, Montreal; Miss C. Campbell, of Montreal, niece of P. D. Ross, proprietor of the Ottawa Evening Journal; Oswald Soullere and L. R. Souliere, Of Montreal; D. R. McCuaig, of Alexandria; Madame Pepin, of Arthabaskaville, Que.; Mrs. W. G. Perley, of Ottawa, mother of Hon. George H. Perley; Captain Leduc, of Valleyfield. Que.; M. Saunders, manager of the Jewish Times, Montreal; E. P. Gordon, of Montreal; Rev. F. J. Singleton, of Montreal.

28/03/1913 Ottawa Journal Alexandria Maxville

Twelve Injured When G.T.R. Train Left Rails
Many Passengers Had Narrow Escape Near Maxville
Seven Senators Were Severely Shaken Up - Washout Was Cause of Derailment - Several Coaches Turned Over at Foot of Embankment

It is little short of miraculous that no one was killed when Gtand Trunk train No. 23 from Montreal to Ottawa left the track a mile east of Maxville at 11.45 yesterday morning, say passengers who were brought into the Central station on the relief train at 4.05 yesterday afternoon.

Three passenger coaches, the baggage car and the tender left the right of way, turned over and stopped at the foot of the 5-foot embankment.

The engine did not leave the track.

The cause of the wreck is supposed to have been the washing away of the ballast by recent rains. Some of those who were in the wreck state that the train, then going at a speed of 30 miles an hour, stopped dead in a distance of about 20 yards.

Twelve Were Injured

Details given

Seven Senators

Seven Senators were in the parlor car of the wrecked train, and one of them, Senator Prowse, was slightly injured . The seven were (details given)

Door Wedged

"I was sitting in the smoking compartment of the parlor car with Mr. D.J. Tarte of Montreal and Senator Thibaudeau," said Senator Dr. Murphy. "When the car began to sway we made a rush for the door leading from the corridor to the main body of the car, but found the door wedged tight. We threw our weight against the folding door and succeeded in breaking it down . For many it was a narrow escape."

All passengers agree that Dr. McDiarmid of Maxville, deserves special praise for his work in attending the many injured who demanded his attention. He was on the scene 20 minutes after the accident took place.

Some graphic pictures of the chaotic scene a few moments after the derailment were given by passengers on their arrival at Cental station yesterday afternoon, and a large number of sympathetic friends and relatives had assembled to hear their stories.

Thrown Against Heater

"The first intimation I had of anything unusual was when I heard the emergency brakes thrown on with unusual force," said Mr. W.C. Smith of 65 Mance Street, Montreal. "A few seconds later an irregular bump, bumop, bump told plainly what had happened. Then, quicker than it takes to tell, I was thrown from my seat violently against the heater opposite to where I sat, but beyond getting this black eye I was not otherwise hurt. I crawled out of the car to the ground through a window. The train crew behaved splendidly under the circumstances. How some of us escaped being killed is a wonder to me".

Plucky Actions

Mr. Gordon Perley, who is related to Hon. George H. Perley, minister without portfolio, said "there was much heroism manifested. Some who were injured refused assistance until they were assured that the women had been taken out of the wreckage. The crew of the train, Conductor A.J. Leamy, Engineer John King and Brakeman Olmstead of Ottawa, behaved with great coolness and courage," he said.

Other passengers gave different accounts of the accident. When the cars toppled over, some were calmly observing the scenery, reading newspapers or eating early lunches. In 15 seconds, with no preparation whatever, they found themselves jammed under seats or rolling towards the ceiling. Only with the greatest difficulty was a Mrs. Pepin or Arthabascaville, extricated from beneath one of the seats.

A few of those who came in one the relief train are: (details given)

28/03/1913 Eastern Ontario Review Central of Canada

Central Railway of Caada

It looks as though the railway between McAlpine and South Indian is a "dead one" - at least for the present.

Its future was discussed in Ottawa the past week and its promoters are meeting with strong opposition,

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-- Mr. Hogg told the committee that construction had already been commenced on lines already authorized. Twenty-one miles of the road had been graded and a million dollars spent. Construction of the line between Hawkesbury and Ottawa would be commenced in the spring.

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01/04/1913 Ottawa Journal Beachburg Pembroke

C.N.R. access to Pembroke to be decided by Board of Railway Commissioners.--

02/04/1913 Ottawa Citizen Chaudiere Butterworth

J. G. Butterworth asked the city to sell him the dead end of Mark street on which to erect coal sheds which he said would cost \$20,000. Con. Nel-son, the acting engineer and the assessment commissioner will report.

03/04/1913 The Equity, Shawville Beachburg

Several heavy blasts were heard on Sunday in the direction of the C.N.R. line. Evidently the ordinances of the Sabbath do not figure of the estimates of railroad builders to any greater extent than with the managers of the railways after which they are built.

04/04/1913 Renfrew Mercury Beachburg Pembroke

Application by C.N.R. for a route through Pembroke heard by the BRC - to come up next week.

04/04/1913 Eastern Ontario Review Alexandria Maxville

Full account of train wreck at Maxville

04/04/1913 Eastern Ontario Review Cornwall

Ottawa, April 5. - The Glengarry and Stormont railway is a new company which will seek incorporation at the present session of Parliament. It proposes to build a line from St. Polycarpe Junction to Lancaster, Charlottenburg, Williamstown, and Cornwall. Right to enter into agreements with the Canadian Pacific, the Grand Trunk and the Ottawa and New York railway companies will also be sought.

04/04/1913 Eastern Ontario Review Central of Canada McAlpine

Central Railway News

Mr. William Owens of the Central Railway Company to-day made a statement with reference to the difficulties existing between the company and the English Contractors who entered upon the work of building the road.

Mr. Owens said the contractors were not suing the company for any large sum but claimed \$3,825.50 for work alleged to have been done last month and \$15,000 damages, asking however the company be required to deposit \$750,000 to pay for work to be done in future.

On the other hand the company is suing the contractors for \$100,000 claiming that the contractors failed to invest any money in plant or machinery, and neglected to carry on the work with any show of progress even after being notified last October that the contract would be cancelled within thirty days.

Until February every month's estimate was paid by the company, Mr. Owens said, and more than sufficient money to pay for what the contractors have done was provided eighteen months ago and has been lying in the bank at a low rate of interest.

04/04/1913 Ottawa Journal Prescott Ottawa West water

The C.P.R. is taking steps to curb the abuse of their artesian well, which is situated in the company's roundhouse, from certain persons who take the water away for the purposes of selling it. More.

05/04/1913 Ottawa Citizen Chaudiere Butterworth

In connection with the erection of a new coal shed by the Butterworth company, north of the G.T.R. tracks at the intersection of Mark street, it will be necessary for the firm to cross Rochester street on a level crossing in order to build a spur to its property and it was last night decided to go on record against such level crossing.

05/04/1913 Ottawa Citizen Chaudiere Butterworth

WOULD SELL DEAD END.

The board decided to recommend to the city council that the dead end of Mark street, north of the G.T.R. tracks, be sold to J. G. Butterworth, who desires to erect a coal shed. The city engineer reported in favor of disposing of the street end, which is useless to the city, and both he and the assessment commissioner agreed that \$300 would be a fair price to ask.

10/04/1913 The Equity, Shawville Beachburg Portage du Fort

The engineers of the C.N.R. gave a swell dance in the Town hall, Portage du Fort, on Wednesday night last. These gentlemen were lavish in their invitations, and the response was generous, representatives from the whole surrounding district being present. Young people from Shawville, Bryson, Campbell's Bay, Coulonge, Westmeath, Pembroke, Renfrew, Arnprior and Ottawa were in attendance and shared fully in the distinguished function. Valentin orchestra supplied the music.

11/04/1913 Ottawa Journal Prescott Ottawa West

Problem of smoke emissions from the C.P.R. roundhouse at the Union station.--

11/04/1913 Ottawa Journal Hull Electric Aylmer

Mr. R.J. Biggs, the Hull Electric Railway engineer, is making a survey for a siding into the Ritchie Mills. It is expected that this siding will be used to remove the new lumber as it is turned out of the mills, to the Ritchie farm opposite the Fraser Mills, thus complying with the new by-law which states that no lumber can be piled within a certain distance of the town. The lumber at present piled within the town limits must be removed in two years.

11/04/1913 Ottawa Journal Morrisburg and Ottawa Electric

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

17/04/1913 Chesterville Record New York Central

For many years, says the Ottawa Journal, the patrons of the Ottawa and New York Railway, using the line between Ottawa and Cornwall have been complaining bitterly of the equipment and accommodation provided by this company in operating its passenger trains. Two or three years ago the matter was drawn to the attention of the Board of Railway Commissioners for Canada and the road ordered to clean up its cars. To a certain extent the company obeyed, but in so doing it evidently did not go far enough to satisfy the travelling public and the matter was brought up before the Board again on Tuesday April 1.

The complainants were represented by George May, ex-president and Cecil Bethuge, secretary of the Ottawa Board of Trade and R.B. Faith.

Evidence was given by these gentlemen, backing up these complaints and letters were read from the Ottawa Commercial Travellers association and the Board of Trustees, Russell Village, setting forth the conditions as everyone who has had occasion to use the road knows them - and calling attention to the apparently deliberate failure to make connections at Finch Junction, which is a great inconvenience to many travellers.

Mr. Gays, General Manager of the road, said the company would provide spittoons for its smoking cars and that it would not be necessary for the Board to pass an order to this effect.

After considerable cross-firing the Board of Railway Commissioners decided to withhold their decision until A.J. Nixon, chief operating officer, had investigated the matter and made a report to the Board.

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

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

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

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

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

Arrangements are now being made to put an end to the Ottawa and New York Railway Company.

Superintendent Gays, of the Ottawa and New York, this morning, explained the situation.

It seems that the Canadian end of the line is chartered as the Ottawa and New York Railway Company and the New York end as the New York and Ottawa Railway Company. Both of these companies are really owned by the New York Central Railway Company, which holds indirectly all the stock and bonds of both.

The change which is now in course of negotiation, will do away with the Ottawa and New York Railway Company, and will bring the American section of the line directly under the control of the New York Central.

Mr. Gays states that there will be no change either in the management or ownership of the Ottawa and New York Company.

The reason for elimination of the subsidiary American company is that it involves complications in book keeping and reports. So long as the New York Central has no running rights in Canada in its own name, however, the Canadian company will be necessary.

Mr. J. G. Butterworth applied to the board for permission to run a siding to his property on Mark street for a coal chute. As it would entail another level street crossing, although it would be seldom used it was decided to leave it over until all the controllers were present, the mayor being absent in Toronto.

The Canadian Northern Railway will have a station in Ottawa before the end of the year, according to Mr. S.J. Montgomery, city ticket agent.

"We expect to have trains running over the line from Ottawa to Toronto within the present year," Mr. Montgomery said to the Journal.

"Will you resume the service from Ottawa to Quebec before the completion of the Toronto line?" he was asked.

"No," he replied, "it don't pay to carry passengers for the Quebec service down to the station in automobiles. When the Toronto line is finished, however, a station in the city will be absolutely necessary, and we will have one."

WANTS LEVEL CROSSING.

Mr. J. G. Butterworth, coal merchant, wanted the board to approve of a level railway crossing being put across Rochester street, 12 feet from the Grand Trunk crossing, into his coal yard. He said that he would only run one train per day over the crossing, and the Grand Trunk would put a bell at the extra crossing, and the company also has a watchman nearby,

Mr. Howard Kelley appeared on behalf of some of the ratepayers in the district who object to the crossing. He submitted the question was one solely within the jurisdiction of the Railway Commission, and until the city receives a formal application for the crossing from the commission nothing can be done.

Mr. Butterworth stated that one of the signers of the petition had intimated to him that if he came across with a keg of beer he would withdraw his opposition.

This aroused Ald. Forward's ire. Statement and counter statement from Mr. Butterworth and Mr. Kelley followed, but the board decided finally to do nothing in the matter.

OPPOSE LEVEL CROSSING

Residents Don't Want Spur Track to Coal Sheds.

A number of matters, of which the building of a spur line by the Grand Trunk Railway to the proposed coal sheds of J. G. Butterworth on Mark street is the one of greatest local importance, will come up at a meeting of the railway commission to be held in Ottawa next Tuesday. The application for the spur, which would involve a level crossing on Rochester street and Mark street, will be opposed by residents of the locality but it is thought likely it will carry.

Central Railway News

Montreal April 23. - Injunction proceedings with the object of stopping the construction of the railway from Midland, Ont., to a point near Montreal were featured before the practice court yesterday, the preliminary canter being an incident in a suit between C.J. Wills and Sons, contractors, and the Central Railway Company of Canada.

The contractors sue the railway alleging that owing to a breach of contract on the part of the latter they were unable to go ahead with construction work. The railway, on the other hand, alleging that the contractors had failed to carry out their contract by throwing up the work, entered a suit for heavy damages.

Subsequent to the cessation of work on the part of the C.J. Wills company the railway entered into negotiations with another contractor with a view to having the work rushed ahead. To this C.J. Wills takes strong objection. Hence the application for the issue of a writ of injunction which is being strenuously opposed by the railway.

The new C.P.R. bridge over the Rideau river a mile below Hog's Back has been practically completed. It is a low black bridge and the piers used for the former structure have been used.

The bridge is on the Prescott line of the Canadian Pacific.

The city solicitor was told he need not appear to oppose the application of J. G. Butterworth for a siding over Mark street, as it is understood the property owners immediately concerned will have counsel to oppose the siding,

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

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

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

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

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

09/05/1913 *Renfrew Mercury**Beachburg**Pembroke*

The difficulties over the entrance of the C.N.R. line to Pembroke seem within reasonable distance of settlement, and along lines we feel sure will prove satisfactory to the town as a whole. If we can have the trains run into the Grand Trunk station, either over the Grand Trunk tracks or by a parallel road, and all through passenger trains run into Pembroke, as well as local trains, and a grade separation be made at Mary street by the erection of a new bridge, we believe it will prove the most sensible and practical and servicable arrangement from every standpoint. - Pembroke Observer.

13/05/1913 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

DEADLY LEVEL CROSSING

Jury's Recommendation in Death of Hormisdas Giroux. "That Hormisdas Giroux came to his death between 10.45 p.m. on May 6th and 5 a.m. on May 6th, on the C.P.R. short line in the township of Gloucester, county of Carleton, near Hurdman's Bridge by being struck and run over by a train in some unknown way; we consider it accidental,

"We recommend that lights and bells be placed at all level crossings in Ottawa and vicinity."

This was the verdict returned by a coroner's jury empanelled by coroner Dr. Baptie at an inquest held in the court house, Nicholas street last night. The recommendation was the result of a point of lights at level crossings raised by Aid. Rowe, a brother-in-law of the deceased, and who represented the family. He said the railways were too careless in protecting level crossings. As an instance of this, he pointed to the crossing on Bayswater avenue.

"There is no gong or bell there," he said, and stated that at the next meeting of the city council he intended to ask that one be placed there for the protection of the public.

In discussing this point Coroner Dr. Baptie said that he thought that the police court might be a very good school in which to educate people not to trespass upon the railroad tracks.

The principal evidence given was that of, William J. Fleming, claims agent for the C.P.R., at Montreal. He had investigated the case thoroughly and in his opinion the deceased was lying upon the track when struck.

There was evidence that the body had been carried backwards and forwards for some time by trains passing and re-passing. As to the question raised by Aid. Rowe, witness said that it was the duty of the municipality to supply lights at crossings and it was not the duty of the railroad. He did not think that Giroux came to his death at the crossing but was struck on the bridge.

The other witnesses examined were F. Trudel, Albert White, Engineer Olc-Morran, Dr. Bourque, J. Giroux and Aid. Rowe. As no person saw the accident no evidence could be secured to show how Giroux met his death

13/05/1913 *Ottawa Journal**Kingston (CP)**Renfrew*

The Kingston and Pembroke freight train leaving here at 7:30 yesterday morning was "ditched" at the "diamond," two miles from Renfrew, owing to an open switch. The locomotive and three freight cars toppled down an embankment. The engineer and fireman jumped and were uninjured.

In consequence of the wreck the passenger train at 10:55 a.m. did not go out, and

Toronto passengers were sent round by Carleton Place

15/05/1913 *Ottawa Journal**Lachute**Hull*

RECOMMENDS STATION SITE

Hull Street Improvement Committee has Convenient Location in View.

That the ground known as Lake Floris be offered the C.P.R. as the site for the new Hull station is the suggestion of the Hull Street Improvement Committee. It is situated almost in the centre of the city and covers an area of about three quarters of a mile square. At present it is merely bog land and would require a lot of filling in. It is considered an admirable site, however, for a station as it is less than six hundred feet from the C. P. R. main line to Ottawa, and not far distant from the Hull Electric Railway line. The proposition will be placed before the Hull Board of Trade for consideration and will likely be brought up at the next council meeting

19/05/1913 *Ottawa Journal**Hull Electric**Connaught*

The Hull Electric Railway Company has fifty men at work laying a track up to the new race track and the work will be done by the first of June, in good time for the race meet.

20/05/1913 *Ottawa Citizen**Chaudiere**Butterworth*

BOARD APPROVES OF LEVEL CROSSING

Interesting Statements as to Influence Used to Get City's Consent.

In spite of the allegations of Mr. G. D. Kelley, solicitor for some of the property owners in the vicinity, that there had been some peculiar dealings in the part of members of the city council with the question, and that Mr. J. G. Butterworth had placated some of those who objected to the spur with \$50, the railway commission this morning approved of the G. T. R.'s application for authority to construct a branch line and spur from its Chaudiere branch westward across Rochester and Mark streets into Mr. Butterworth's coal chutes.

Mr. C. L. Bray appeared asking for an adjournment, as he had been requested to appear for residents in the vicinity only this morning. Mr. Kelley then stated there existed a very peculiar state of affairs in this regard. He stated that Mr. Butterworth had paid \$50, the amount of Mr. Kelley's costs for representing the objectors, to one of the latter, who had given it to Mr. Kelley and stated he wished to retire from further prosecution of the case. This Mr. Kelley had returned. Mr. Butterworth had represented to these property owners that if his application were defeated he would appeal till the property owners were no longer able to afford the cost. Mr. Kelley outlined the progress of the matter through the city council, stating that the alderman who last night moved that the council approve the crossing conditionally had been "moved by some particular reason." The matter would have assumed a different phase before council if Mr. Butterworth had not seen the leader of the originally objecting property owners. Mr. Butterworth thereupon stated: "I have never paid any man a quarter, of a cent for bribery." He had offered to pay the expenses of the objectors if they withdrew their opposition and had done so.

City Solicitor McVeity said the city council approved of the application on condition that the crossing was guarded by a watchman. An argument between Mr. Kelley and Superintendent Coleman of the G. T. R. over the grade into the coal chutes followed, and finally Assistant Commissioner Scott gave judgment. The board, he said, was not concerned with what use Mr. Butterworth might make of his property, and there was no reason why the application for a spur line shouldn't be granted. Re. the Rochester street crossing there were two tracks already across the street, and the additional one would be used only for slow movements. He authorized the application on condition that all trains be flagged.

22/05/1913 *Chesterville Record* *New York Central* *Newington*

What about that new station we heard so much about a little while ago? It still continues cool.

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

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

23/05/1913 *Eastern Ontario Review* *Chalk River* *Carleton Place*

The C.P.R. is installing ten thousand dollars' worth of new machinery in its shops at Carleton Place.

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

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

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

The Hydro Electric are under bond to provide power.

28/05/1913 *Ottawa Journal* *Cornwall Street*

Henry Quinville, aged about 40 years, an employee of the Cornwall Electric Street Railway Company, received injuries yesterday afternoon that resulted in his death at the Hotel Dieu Hospital last evening. Quinville was one of the crew of the motor car which is used for hauling freight. An empty freight car was being backed into the yard at the St. Lawrence brewery and in some unaccountable manner his body was crushed between a platform connected with the brewery and the freight car. His injuries were so severe he died two hours later. He leaves a wife and family.

29/05/1913 *Ottawa Journal* *Smiths Falls*

The Canadian Northern Railway had trouble in construction near Sydenham, owing to sink holes. It was learned this morning, however, that the difficulty had been overcome. The line from Ottawa to Toronto is completed now with the exception of four miles a little west of Richmond.

The telegraph line between Ottawa and Smiths Falls is now constructed and the train service on this part will probably open this fall.

The plans for Rideau Junction have been laid out and among other buildings allowed for are a roundhouse and several section houses. There will be thirty tracks at least in the yard.

About 200 men are in camp now on the west side of the Jock River, working on the ballast pit. The first lift of ballast has been laid from Rideau Junction west to Richmond.

29/05/1913 *Globe and Mail* *Belleville*

Contract Awarded For 85 Buildings

Toronto Globe, 29 May 1913, p15 c5 and c6

The Canadian Pacific Railway Co. has awarded a contract for the construction of all of the buildings along its new line, about 180 miles in length, extending from the present main line at Glen Tay, Ont., near Smith's Falls, to the main line at Agincourt, which was awarded to John S. Metcalfe Co., Limited, Montreal and Chicago. The contract includes seven brick stations, twelve wooden stations, nine 40,000 gallon water tanks, a twelve-stall engine house with turntable, machine shop, coaling plant, ash pit and sand house, seven station residences, twenty-five tool-houses and miscellaneous buildings, a total of about eighty-five structures.

Work on the new line is progressing rapidly under the direction of C.W.P. Ramsey, Engineer of Construction, and it is the intention to have all of the above buildings ready for use by the end of the present year.

31/05/1913 *Ottawa Journal* *Maniwaki* *Farm Point*

The C.P.R. has applied to the Board of Railway Commissioners for the approval of plans for a change in the location of the station at Farm Point, Que., Maniwaki subdivision, Township of Hull.

08/06/1913 *Ottawa Journal* *Ottawa Electric* *Ottawa Car*

The Ottawa Electric Street Railway Company has fifteen more big steel cars under construction similar to the five green cars at present running on the Britannia line.

Some of the new cars will shortly be put into operation and will run on the Bank street and Britannia lines.

12/06/1913 *Ottawa Journal* *Hull Electric* *Connaught Park*

Very heavy traffic will be occasioned by the Jockey Club races at Connaught Park during the week of June 14th to 21st. As usual every effort will be made to handle the crowds but it is recommended that passengers to Aylmer and other points avoid the rush between the hours of 12.30 p.m. and 2.30 p.m. each day.

"Race Track Specials" will leave Ottawa every 3 minutes making stops at the Company's Office and Bridge street, Hull. The special cars will make no other stop. The fare on the race track specials will be 10 cents straight, and will be collected "Pay as you Enter" at Ottawa and other points. A car running between Rivermead and the race track will connect with all main line cars. The fare from Rivermead to the race track will be 5 cents.

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

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

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

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

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

18/06/1913 *Ottawa Journal* *Ottawa Terminal*

C.P.R. Tunnel Scheme temporarily abandoned.

24/06/1913 *Ottawa Journal* *Hull Electric* *Connaught Park*

The electric railway carried 24,000 passengers to Connaught Park during the jockey meet last week. Twenty four cars were kept running steadily between Ottawa station and the park. On Saturday, 4,100 passengers were carried.

MORRISBURG & OTTAWA ELECTRIC RAILWAY COMPANY.

Notice to Contractors.

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

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

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

Ewart, Scott, McLaren & Kelly.

R. A. Bishop, Secretary.

25/06/1913 *Ottawa Journal**Carleton Place*

Full account of wreck near Britannia, 11 dead, 40 injured. Pictures in edition of 26th.

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

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

26/06/1913 *Ottawa Journal**Carleton Place**McKellar*

Saw Train Wrecked; Tells Thrilling Story of the Scenes After the Crash

Westboro Resident was Watching Express from Electric Car

Four Coaches Suddenly Jumped Outwards Into the River - Terrible Scenes Immediately Followed.

Mr. H. Hill, of Westboro, witnessed the wreck. Mr. Hill and his wife had taken a car ride to Britannia. He says: "Returning, when near McKellar Townsite, between McKellar homestead and Mason's mill. I noticed the train coming. Two track-layers had just stood aside to allow the train to pass when suddenly four coaches upset. Two fell inwards and two outwards into the Ottawa River. The two which upset towards the shore side of the tracks fell on the two track men. They must have been killed.

"The engine and first three coaches and the last two did not leave the rails. The engine and first three coaches broke away from the wreck and went forward.

Then the last coach of the three broke loose again from the engine and front two cars. The last two coaches stood on the track. They did not telescope. Two of the cars, the ones which fell inwards, buckled and fell nearly lengthwise. We got one man out from right underneath one of these cars. His chest was badly mangled and he died immediately afterward without gaining consciousness.

Cars in Water

"The cars in the river were only half submerged and when the rescue party arrived we broke in the windows and commenced to pull out the people in these cars" "Some of the dead came from these cars. Whether they were pinned down and drowned in that way, I do not know. They may have been stunned and drowned in this manner.

The first people we took out of the cars on the bank were a man and a boy with their hands badly injured. They were placed in the ambulance and hurried to the hospital. The first doctors to arrive on the scene were Dr. I.G. Smith and Dr. Kidd.

We took a Salvation Army girl out of the first coach to go into the water. She was uninjured and was taken to the Salvation Army headquarters in the city.

Another old gentleman, his wife and five children were in the last coach to overturn. The old gentleman broke a window and climbed out. They were all uninjured. A girl of about seven years of age and her brother of fifteen years were on their way to Edmonton, to meet their father. They were with their mother and she is as yet unaccounted for. They were taken from a coach which overturned into the water, and the supposition is that their mother was drowned.

"There were quite a number of foreigners, Russians, Scandinavians, and others in the colonist car which overturned into the water.

From what I could see they will be unable to find just how many are in the cars which went into the water until the wrecking crew lift the cars. One of the cars broke off its trucks and fell in the stream nearly turning upside down. It finally lay on its [sic] side.

Old Man's Story

"The old gentleman with the five children told me his experience of this wreck. 'I was standing up', he said, 'when I felt the car going over. After the first shock I braced myself and fell into the corner without any injury. I was merely shaken up. Although it happened in a second it felt as if it took the car half a minute to fall on its side. The Salvation Army girl was thrown violently from one side of the car to the other side of the car but was uninjured.

"The first men on the scene were the section men," continued Mr. Hill "I and some other people in the car ran across the fields to the train, but the section men commenced the work of rescue immediately.

"Two girls who live close to the wreck, the two Misses Barrie, did heroic work in attending to the injured. They carried pails of water and stimulants around to the injured, helped dress wounds and assisted the surgeons.

"Mr. Dunning, who lives close to the scene of the wreck, telephoned to the Chief of Police, also for ambulances and doctors, and it was due to him that ambulances and autos to care for the injured reached the scene of the wreck so quickly. He also provided linen to dress the wounds received by the injured. The first ambulance arrived about 15 or 20 minutes after the wreck had taken place.

"There was a lady and her daughter taken from the first car to turn into the water. The lady's head was badly crushed. Her daughter was uninjured but hysterical.

"The most pathetic incident was that of the two children bound for Edmonton. They searched the faces of each injured person taken from the wreck, looking for their mother.

Rail Torn Up

"Whether the accident was caused by a spreading rail or not I do not know. When I got there one of the rails was turned clear of the ties altogether. I do not know what the section men were doing at that spot but I imagine that they were engaged in laying new ties.

There is no curve at that spot, so I imagine that the track was weakened in some way and that the weight of the engine spread the rail and the swing of the back coaches would strain the weakened track and bulge it to one side. I didn't hear any of the officials discussing the cause of the wreck.

The insides of the cars were very badly wrecked, although the cars themselves were not telescoped. The seats were ripped every way, all torn from the floor. The floors were not turned up, but the sides on which the cars fell were caved in and smashed to splinters. I think that the majority of the people hurt were on the side which fell and that the fall of the heavy seats, torn from their fastenings, caused quite a number of fatalities."

Over 5,000 visited scene of wreck. Inquiry is ordered.

Enquiry into the cause of fatal wreck ordered injured recovering

Death list now totals 8, and injured sixty-five

CPR will open inquiry tomorrow - woman believe dead is found alive - woman passenger disappears.

The inquest in connection with the tragic wreck of the Imperial Limited at McKellar Township yesterday afternoon was opened by Coroner Dr. Craig at noon today. The jury met at Rogers and Burney's undertaking parlors, Laurier Avenue, and adjournment was made till tomorrow night in the courthouse, Nicholas Street. H.R. Meredith is foreman of the jury.

All that took place today was the formal identification of the body of John Peace, Glasgow, Scotland by his chum, a man named Cutt of the same place. The inquest will be nominally into the death of Peace, but will really concern itself with the whole tragedy and its cause.

Messrs George Hodge, general superintendent, and C Murphy, general superintendent of traffic for the CPR arrived in the city this morning, and the company's inquiry into the circumstances will begin tomorrow at the Broad Street Station. Superintendent Gilliland of the Ottawa - Chalk River division of the CPR on which the accident occurred is here from Smith Falls.

Monetary loss.

Seen by a Journal reporter, Mr. Gilliland denied the report that any section men have been killed, but admitted that section men had been working on the right-of-way in the vicinity of the wreck.

"I don't know how the report that section men had been crushed to death had his origins," he said.

The Montreal - Ottawa division of the CPR over which superintendent Spencer has jurisdiction and responsibility, has its western limit at the end of the Broad Street terminal yards, or about 2 miles east of the place where the derailment happened.

The monetary loss to the company will not be great, according to opinions expressed this morning. While the two cars that went down the embankment into the river are now of practically no value the other two that were twisted into the opposite direction can, according to Mr. Gilliland, be still repaired and used.

Track cleared,

The track was cleared by 6:30 this morning and a great part of the morning was spent in raising the four cars. This will take some time.

There are several changes in the list of fatalities. Mrs. Bunting, of Winnipeg, and her little child were reported this morning to have been among the killed. As a matter of fact they are stopping at the home of Mr. E. Hurry, of Woodroffe. Mrs. Bunting and her four children came through the accident with no very great injury, although the mother has slight injuries about the back.

The body supposed to have been that of Mrs. Bunting proved to be that of Mrs. McClure and Edmonton woman, of about 52 years of age. She was on her way out to Edmonton after a visit. The child found and said at first to be the daughter of Mrs. Bunting is the granddaughter of Mrs. McClure. Its mother who escaped from the wreck with only slight injuries is at 131 Lawn Avenue, the home of Mr. John Sarsfield.

Woman disappears.

Strange things can happen at times of great excitement, such as that which prevailed after yesterday's accident, and strange things did. One of the most remarkable was the sprinting away of a woman who had come through the wreck physically unscathed but with her nervous system badly shaken. She was standing beside the cars sobbing her sorrow for the less fortunate friends, when a helpful woman took her, and led her away. Those taking the names of survivors failed to get a record of this woman's identity, and since the accident she has not been heard from. Superintendent Spencer of the CPR is anxious to get in touch with her.

John Donnelly of Glen Island, has left St. Luke's Hospital fully recovered. He was pinned under a seat and nearly drowned.

5,000 carried by O E. R to the wreck scene.

During the afternoon and evening the Ottawa Electric Railway carried about 5,000 passengers out to the wreck. Cars from every service in the city were rushed on to the Britannia line to accommodate the overflow.

27/06/1913 *The Globe**Belleville**Parham*

Ten men killed in construction camp.

Heavy loss of life in explosion of dynamite

Inquest to be held today

Italian consul in Toronto asked for delay in the inquiry so that he might be represented by counsel - eight bodies recovered.

Kingston June 26 - At 11.30 o'clock Wednesday night a terrible fatality occurred eleven miles west of Parham in No. 2 construction camp of the new C.P.R. line. Ten men were killed.

Michael Guirrey, an Italian foreman for Johnson Bros. assisted by a dozen of his fellow countrymen, were engaged in preparing a heavy blast to be set off in order to have material to muck out to-day, when in some unknown way a spark was generated causing the explosion. More.

Repeated in Ottawa Journal for June 26. Globe account is more detailed.

27/06/1913 *Ottawa Journal**Hull Electric**Chateau Laurier*

Cars cannot collide - new device for Hull Electric

Electric switch installed at station under Chateau Laurier, throws off power in cars.

One of the first electric automatic switches in eastern Canada has been installed by the Hull Electric Railway at the Ottawa station. The switch is worked by electricity and entirely does away with the possibility of a collision between the cars and an out bound or incoming train. The system has been installed by the Hull Electric Company of New Jersey at a cost of \$2,000. The new system has now been in use only a few days but has proven satisfactory in every way.

When a train is approaching the cars are warned by signals. If the signals are not seen, however, and the cars still approach the electric power is shut off automatically. The Hull Electric Railway, in the past, have kept two signal men at this station. It is a question, however, whether the Railway Commission will allow it to dispense with their services in lieu of the new system.

27/06/1913 *Renfrew Mercury**Beachburg**Pembroke*

From a railway source the Pembroke Observer is told that an agreement between the companies was signed last week whereby the C.N.R. will be given running rights over the G.T.R. track and joint use of the G.T.R. station. As a matter of fact negotiations for the land for the necessary sidings at the junction are now in progress and may be concluded at any time, it is the intention to have the junction at or near Foster's axe factory and the plan on the part of the C.N.R. is that trains from the west shall back into the station, while trains from the east will run in and back out.

04/07/1913 *Eastern Ontario Review**Central of Canada*

Central Railway Affairs

C.J. Wills & Sons, the contractors for the Central Railway of Canada got judgment in Montreal this week for their full claim of \$1800 against the Company.

They also secured an injunction preventing the Company from awarding the contract to any other contractor, As the matter now stands the Company must furnish money at once or go into liquidation.,

SHAREHOLDERS PAY MONEY

Morrisburg and Ottawa Railway Troubles May Disappear Now.

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

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

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

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

TRYING TO GET CONTROL

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

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

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

11/07/1913 *Ottawa Journal**Morrisburg and Ottawa Electric*

President J.G. Kilt of the Morrisburg and Ottawa electric railroad, announced this morning that construction work on the new road would in all probability be commenced during the first week of August. He said that a section of the new road would be under construction before the winter.

At a special meeting of the board of directors held yesterday afternoon, Mr. Lyon Sydow, C.E., was appointed chief construction engineer of the new road.

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

11/07/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric*

ACCEPT LOWEST TENDER

For Construction Morrisburg and Ottawa Railway.

The board of directors of the Morrisburg and Ottawa Railway Company at a meeting yesterday afternoon received the report of the engineers on tenders for construction of the line. The board accepted the lowest tender and will call a meeting for July 25th of the company to ratify this action.

Mr. J. G. Kilt, president of the company, stated last night that the engineering firm that had investigated the tenders found the prices satisfactory. They are detailed accordingly and are good to build 13 miles or the entire line if desired.

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

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

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

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

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

17/07/1913 *Chesterville Record**New York Central*

Grand Trunk is seeking running rights over the O&NY between Cornwall and Ottawa.

18/07/1913 *Eastern Ontario Review**New York Central*

It is learned to-day that the Grand Trunk Railway has made proposals to the New York and Ottawa Railway Company which operates a line between Ottawa and Tupper Lake via Cornwall which will possibly result in a more direct Grand Trunk train service between the Capital and Toronto.

The Grand Trunk proposes to secure running rights over the New York and Ottawa to Cornwall where connections would be made with the main line; this would save the long run around via Coteau Junction. Before such an arrangement is formally entered into the roadbed of the N.Y. & O. will have to be improved as the Grand Trunk will not run passenger trains over the line in its present condition.

24/07/1913 *Ottawa Journal**Ottawa Electric**Experimental Farm*

The single street car track on Preston street from Broad street to the Experimental Farm is now completed and should soon be in operation.

24/07/1913 *Chesterville Record**Renfrew**Arnprior*

The other evening Samuel Spence was the means of saving a boy's life. The boy, who was the twelve year old son of Mr. John McGonigal, had his thumb caught in a "D" rail, which is operated in the diamond hose at the intersection of the GTR and the CPR tracks.

A through freight on the GTR was coming along just as Mr. Spence. He managed to have the freight stopped, while another boy informed the signalman of McGonigal's predicament and had the switch opened.

The thumb was much flattened and a physician had to be summoned.

25/07/1913 *Ottawa Journal**Lachute**Hull*

Box car derailed

Gatineau Train had to Back Into Central Station

A box car on the 8.45 Gatineau train was derailed in the west end of Hull yards, and the train was taken into the Central Station instead of the Union station.

The train backed in on the C.P.R. tracks, running by Maniwaki Junction, along by the Hull Electric Railway line, striking the main line at the interprovincial bridge.

The train was not delayed.

CONTRACT IS AWARDED

Ottawa Concern Will Construct New Suburban Line.

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

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

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

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

31/07/1913 *Ottawa Journal**New York Central*

Over fifteen hundred people yesterday attended the excursion of the Ottawa and New York Railway employees held at St. Lawrence Park, Cornwall. A special train of twelve cars bearing five hundred and fifty people pulled out from Ottawa at 8.45 a.m. Two other cars were added on the line and altogether the Ottawa train carried about seven hundred and fifty people. Some six coaches were required on the Tupper Lake line to bring excursionists from southern points to Cornwall.--

06/08/1913 *Athens Reporter**Westport*

Thirteen coaches crowded with passengers passed through here, Washburn's Corners, via the B&W & CN Railway to spend the day at the park. Carloads of wood are leaving here via the B&W railway for Delta.

06/08/1913 *Ottawa Journal**Ottawa Electric*

Work stopped on Preston street because G.T.R. has not yet received the double crossing.

07/08/1913 *Chesterville Record**New York Central**Finch*

A number from here took in the NY&O employees picnic to Cornwall on Wednesday.

08/08/1913 *Ottawa Journal**New York Central*

The Ottawa and New York Railway has failed to comply with the arrangement come to by the Board of Railway Commissioners regarding accommodation on the company's road between Ottawa and Cornwall.

Complaints about the condition of the coaches and lack of smoking accommodation. - no new cars have been put on, some have been repaired and painted.

08/08/1913 *Eastern Ontario Review**L'Orignal**L'Orignal*

There are now 110 men employed on the Canadian Northern Railway to repair the track which is reported to be in bad order.

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

Gloucester township

RAILWAY PLAN APPROVED.

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

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

14/08/1913 *Chesterville Record**Chalk River**Carleton Place*

Twenty head of cattle, belonging to a herd of 175 that wandered on the CPR track near Carleton Place at an early hour Friday morning were struck by trains and killed. The herd was a shipment that was being made by Willows Bros.

The cattle had been driven into town the previous afternoon and driven to the stock yards at the station for shipment. Fifteen cattle were struck by a freight train between 10th and 11th concessions of Beckwith. Two others were killed on the main line and three east of the station.

In all cases the engine and trains held to the rails.

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

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

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

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

18/08/1913 *Ottawa Journal**Prescott**Rideau Canal*

Hand car plunges into canal - see accident file.

FREE RIGHT OF WAY

Material Help to Ottawa and Morrisburg Electric Ry.

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

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

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

20/08/1913 *Ottawa Journal**Hull Electric**Aylmer*

Forced to Jump

Alonzo LaBelle, Aylmer, Injured When freight Car Broke Loose

After attempting in vain to apply the brakes to a Hull Electric freight car which had broken loose when nearing Aylmer, Alonzo Labelle, of Aylmer jumped to the side and sustained a badly sprained ankle, along with other minor injuries. He was taken to his home in Aylmer where his injuries were attended to by Dr. Church.

20/08/1913 *Ottawa Citizen**Carleton Place**Shepard and Morse*

About \$15,000 worth of lumber was burned last night at the Mason Street yards of the Shepard and Morse Lumber Company and provided one of the most spectacular fires that has occurred in Ottawa since the big fire in 1901. The loss is fully covered by insurance.

That the hundreds of piles of pine, valued at thousands of dollars, and probably a big section of the Mechanicsville district were not burned was due to the splendid work of Chief Graham and his men; also to the fact that there was hardly a breath of wind blowing. Only 20 piles, however, were licked up by the flames.

Cause not known

What caused the fire is not yet known, but it started in a pile of pine in the southwest corner of the yards about 11 o'clock, and a few minutes later the lurid glow along the skyline in the Mechanicsville district told the fact that the flames had quickly spread to several nearby piles, which were as dry as a tinder box.

Hundreds of people hurried to the scene on the street cars, in motor cars, cabs and on foot, until the street and yards were packed with crowds. Gangs of young men climbed to the top of the piles of lumber in the yard beneath the danger zone to watch the blaze and the firemen fighting it.

Overall Alarm from Box 61

Even before the blaze could be seen in the sky the tolling of No. 61 by the fire bell nine district times told those who were not in bed that either in the yards of Shepard and Morse or in that district a big fire had broken out.

By half past eleven huge tongues of flame were shooting up fully fifty feet high and eating their way through one pile after the other with incredible rapidity.

Chief Graham turned out every bit of available apparatus possible and a few minutes after the alarm was rung in he had lines of hose from every conceivable hydrant in the district sending eleven big streams of water into the burning piles and onto those not reached by the flames. The water pressure was fairly good.

Under control in an hour.

By 12 o'clock he saw that the method of fighting the fire he had outlined had proven successful. At one time there were few persons in the crowd who would have given very much for the thousands of dollars worth of lumber in the yards so hopeless was the outlook.

In spite of intense heat the firemen got dangerously close to the flames. How some of them escaped being either burned or badly scorched is remarkable. They had many willing helpers from among the crowds of young men around.

Hurried from their beds

People living in the houses on streets near the yards hustled their goods some distance away fearing that the flames would spread beyond the lumber in the yards. The first lurid glare cause by the tongues of flame and the crackling of the burning lumber awakened many people who were sleeping in houses nearby and sent them hurrying to the street in more or less scant attire.

Other yards threatened

Directly opposite where the fire was, that is, on the east side of Bayview Road, Shepard and Morse have several hundred more piles of pine. This was threatened several times when big burning embers flew across the road and dropped on the other side of the fence enclosing the yard. Employees of the CPR in the roundhouse close by stood ready to run the valuable locomotives out should the fire spread to there.

Some of the CPR trains were delayed by the fire, as it was necessary to run lines of hose across the tracks. The Toronto train, however, got through just before the fire started.

Contractors loss \$3,000

Mr. Tom McLaughlin, the contractor for the west end drains, had some of his temporary buildings and materials burned, as they were near where the blaze started. His loss will be \$3,000.

21/08/1913 *Chesterville Record**New York Central*

The Ottawa and New York Railway has failed to comply with the arrangement come to by the Board of Railway Commissioners regarding accommodation on the company's road between Ottawa and Cornwall.

Early in the year complaint was made to the Railway Board with respect to the condition of passenger coaches and to the lack of smoking accommodation. The Board's Chief Operating Officer thereupon took up the matter with the General Manager of the Ottawa and New York, who arranged to provide two new first class coaches and also to make such improvements in the smoking accommodation as would very materially improve the conditions. This arrangement was come to prior to April 24th, and the improvement was promised to be affected within sixty days.

Up to the present no new cars have been put on. Some of the old cars have been repaired and painted. It is stated also that the only improvement in the smoking coach is the provision of cuspidors.

The Board of Railway Commissioners is looking into the matter again.

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

No Ceremony; Plain Work.

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

WORK ON CONSTRUCTION OF OTTAWA AND MORRISBURG ELECTRIC RY, COMMENCED

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

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

Among those who were present at the start were Mr. Kilt, Mr. R. J. Bigger, vice-president. Mr. A. H. Coplan, a director, Mr. R. A. Bishop, secretary, Mr. L. Von Sydow, engineer in charge; Mr. R. J. Tierney, the contractor; several newspaper men and a number of residents from the district. After the first furrow had been started the contractor's men kept right on. The others, however, went to the house occupied by the engineer's staff where quite an elaborate luncheon was prepared and where a few informal speeches were indulged in and well wishes expressed for rapid progress in the work and all kinds of prosperity for the road. Quite a pretentious camp has been set up near the beginning of the work. The engineers have a frame house that was formerly a farm dwelling, but the others have tents. These include sleeping tents, dining tent, cook house, horse tents, etc. The camp is ideally located and the engineer and contractor have a crowd of men who look well able to carry out, the work which has been started. It is likely that as soon as Greeley is reached the tracks will be laid and the line put in operation. The total distance to Morrisburgh is fifty one miles

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

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

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

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

Besides President Kilt, there were Mr. J. Tully, vice-president; Mr. R. Bishop, secretary/treasurer; Mr. Coplin, director, and contractor Tierney. After the task of turning the sod had been completed engineer L. Von Sydow, under whose charge the work will continue, tendered those present a real camp dinner at his headquarters.

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

23/08/1913 *Eastern Ontario Review**Cornwall*

A New Railway

Plans for a railway from the main line of the C.P.R. at St. Polycarpe to the town of Cornwall have been placed before the Minister of Railways for his approval, and the hearing on the route map application has been fixed for Saturday. Several cross country municipalities will be served by the new line, which is to be 30 miles long. The company which wants to build the line was incorporated last session, under the name of Glengarry and Stormont Railways.

28/08/1913 *The Equity, Shawville**Waltham**Waltham*

The Exhibition train, sent through the province by the Provincial government for demonstration purposes, visited Waltham on Tuesday last, and the following morning was switched off at the station yard where it remained until 11 p.m. --

The train consisted of two cars, one of which contained a few animals of very ordinary merit and was confessedly a disappointment to the majority of those who went through it. The other car containing the cereal display, was prepared and equipped by the staff of MacDonald College, and gave evidence on every hand of the great work which is being carried on at that institution-- More.

28/08/1913 *Ottawa Journal**Smiths Falls**Rideau Junction*

The C.N.R. it is learned, is about to commence preparation for the construction of a roundhouse, a station and part of its shops at Rideau Junction this fall.

For some time there has been doubt as to whether the railway would begin work on the new buildings in the near future. Undoubtedly financial conditions had considerable to do with the delay. Now, however, that the C.N.R. has succeeded in selling its bonds in England, and in securing subsidies from the government, it is learned that the company has decided to go ahead with the work at once, and will award contracts for the building and materials in a short time.

The construction of a round house is becoming absolutely necessary in view of the fact that while the company expects to put into operation its Ottawa Toronto run by January first, it has no place in which to house its locomotives in this district.

As was rumored some time ago, it is practically decided that the line from Rideau Junction into the city will be electrified. This is a matter of considerable importance, as it practically means fast suburban train service from the city to Rideau Junction - the district which, on this account, will likely develop very rapidly from Hurdman's Bridge up to the Rideau.

03/09/1913 *Ottawa Journal**Smiths Falls*

Vice president D.B. Hanna, of the Canadian Northern Railway, announces that the new road from Toronto to Ottawa will be opened about October 15.

The road is practically complete at present, all the ballasting being finished and the steel almost laid.

Although the line will be officially opened next month, no passenger trains will run over it for some time. Large quantities of freight will be handled, however.

The new stations along the line are almost complete and the agents and operating staffs secured.

Following are the names chosen by the railway for the new stations commencing from Kingston [sic] to Ottawa: Strathcona, Newburgh, Camden East, Yarle [sic], Harrowsmith, Sydenham, Perth Road, Bedford Mills, Chaffey's Lake [sic], Elgin, Brockville Junction, Forfar, Portland, Lombardy, Smiths Falls, Kilfoyle, Dwyer Hill, Richmond, Twin Elm Fallowfield, Merivale, Rideau Junction, Billings Bridge, Montreal Junction and Ottawa.

A peculiar case was heard in the chambers of Judge MacTavish at the court house this morning, in which the C.N.R. sought to take possession of a right of way for the construction of a spur line in the Township of Gloucester, for the carrying of gravel.

The proposed line would cut through the properties of nine farmers of the township. The railway company offered \$5,000 compensation but the farmers wanted a larger figure.

Counsel for the railway company made application to deposit a few hundred dollars in court as an evidence of good faith.

The property in question partly belongs to the Ottawa Hunt Club, Messrs. J. Gillespie, Dowler and McCarthy, farmers of the township.

The company requires a lease of five years and offered as compensation amounts averaging twenty-five dollars a year per acre. The judge decided to give the company permission to go ahead with the building of the line upon paying a deposit into the court for each farmer.

The final amount will be decided at a later date by arbitration.

C.P.R. finally abandons Tunnel Scheme. New proposition made to government includes use of G.T.R. right of way into city.

NEW ELECTRIC LIKE.

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

The officials of the Hull Electric Railway feel that the Hull city council are blocking their efforts to improve their lines and thus prove a greater convenience to the people of Hull. Therefore they have decided not to install a "Y" on Outremont Street as they had proposed doing. For some time they have been desirous of having permission to install this "Y" claiming that it would facilitate traffic in the locality. The council last night were willing to grant permission, but on the understanding that a belt line service would be laid on the Mountain road, Chelsea road and Montclair ave.

In reply to this demand which the company considers unjust, Mr. Gordon Gale, superintendent of the road, states that the company is willing to extend its lines just as soon as conditions warrant it. As to completing the belt line in two years he states that the company would not bind itself down to a specified time. Until the council meets the company on a fairer basis the installing of the "Y" will be left in abeyance.

The Observer says the latest plans to be received of the new G.T.R. station show an even better building than that first proposed. According to the new plan, the Wellington block, occupied by Dr. Graham, Dr. Belair and Mr. Rollins, barber, is to be removed entirely, in order to give more yard room. The entrance to the station will be at the westerly corner of main street, with portcullis covering and with four doors similar to those in use at the Central station in Ottawa. The floor inside will be mosaic while the walls will be panelled, and the whole will have a very ornate appearance. The tower will be transferred from the east to the west main street corner and will make the building an imposing one. While there will not be quite so much of a frontage on Pembroke street, the station will be extended considerably further back on McKay street than at first proposed. The interior arrangements are the most modern and will provide the best of accommodation, including waiting rooms for ladies and gentlemen and a large general waiting room, ticket offices, baggage room, express room and all other conveniences. The new station and yard improvements will make a complete transformation on that corner, which will be one of the most attractive in town. The work will involve an expenditure of about \$50,000 and the Council, accepting the new plans at Friday night's meeting, decided to give the company a reasonable extension of time in which to complete the project.

MAY BUILD BRIDGE

Morrisburg and Ottawa Railway Has Proposition.

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

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

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

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

Car Derailed

The derailment of a car on a train at Stittsville delayed the Toronto train for an hour last night.

WAS MISUNDERSTANDING

Mr. Kilt Explains Statement Re Rideau Bridge.

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

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

NEW ROUTE SUGGESTED

Morrisburg and Ottawa Electric Railway Plans.

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

The road coming north from Morrisburg would turn east at the Walkley road which lies . south of Billings' Bridge. The line would follow this road until it reached, the base line, the same road as runs past the cemeteries, and would follow the base line to Mrs. Wolffs property south of Eastview.

It would run west through this property a mile and a half to Overbrooke, the Russell road and the Rideau river.

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

02/10/1913 *The Equity, Shawville*

Waltham

Shawville

The C.P.R. are operating a gravel train on this section of the road at present, with a view to improvilg the grades in certain places east of Shawville.

03/10/1913 *Brockville Recorder*

Smiths Falls

Laying of Steel between Toronto and Ottawa Completed.

Tuesday was one of the red-letter days among the officials of the C.N.R., as it marked the beginning of the end of a great enterprise - the building of a railway between the Capital of the Dominion and the Capital of the Province. That day, the laying steel was finished on the Toronto - Smiths Falls and Ottawa line, and a new link was formed between Ontario east and west. It has been watched with much interest for the past two years, and now it is nearing completion. The last gap has been closed and trains may now be run over the whole line. There are finishing touches to be put on it yet and passenger traffic is not to be inaugurated until spring, but freight trains will be running in a few weeks.

03/10/1913 *Ottawa Journal*

Morrisburg and Ottawa Electric

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

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

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

03/10/1913 *Ottawa Journal*

Smiths Falls

The last rail on the Canadian Northern Railway line from Ottawa to Toronto was laid yesterday and today Sir William MacKenzie,, president of the road, is making a tour of inspection of the new division. He is travelling in his private car, and will probably arrive at the temporary station of the Canadian Northern Railway on Henderson avenue some time this evening.

The new road will be opened for freight traffic in about two weeks, and it is expected that the passenger service will be inaugurated at the beginning of the new year. At first the company will probably run two express trains to Toronto each day, with possibly a third leaving at noon. It has not yet been decided what station will be used.

With the opening of the new division, the Canadian Northern, it is claimed, has the shortest route between Ottawa and Toronto.

04/10/1913 *Ottawa Journal*

Smiths Falls

Special over the new line arrived at Henderson Avenue station at 1.30 p.m.

06/10/1913 *Ottawa Journal*

Kingston (CN)

SUSPICIOUS TRAIN WRECK

Switch Thrown Open and Express was Ditched.

Kingston, OnU Oct 1 What looked like a dellberate attempt at wrecking a train on the Grand Trunk Railway I occurred here at midnight.

A switcn connecting the siding at Anglln's Mill was left open and the suburban train backing into the city was ditched.

Two cars left the track. There were no passengers on the train and the crew were unharmed, although Conductor John Doyle had to jump for his life.

First through train

Over new CNR line - Sir William McKenzie makes trip over new Road - Freight Service soon to be started

Sir William McKenzie head of the Canadian Northern system, travelled from Toronto to Quebec over his own line on Friday for the first time. This was made possible by the completion of the track laying on the new Toronto, Smiths Falls and Ottawa line. The last rail was laid on Thursday and Sir William started out the next morning on the first through train to go over the road. He was accompanied by several of the officials of the company and was in Smiths Falls about noon. He got out of his car here and looked over the station the freight shed and the right-of-way and expressed himself as greatly pleased with everything. He said Smiths Falls would have an agent inside of a fortnight. The new line he said, brings Toronto and Ottawa 16 miles nearer together.

Last week the CPR was the shortest railway line between Ottawa and Toronto. It is 256 miles long. Today the CNR 240 miles long, can claim the honour.

Sir William says that the beginning of 1914 will probably see the inception of a regular passenger service over the line between here and Toronto.

Probably three trains daily

At the beginning of the regular service there will probably be two expresses - one in the morning and one at night - and also a midday train.

Part of the line has been in operation for some time. Passenger trains have been running between Toronto and Napanee for more than a year. A freight service will be started along the whole line within two weeks.

Sir William was greatly impressed with the scenic beauty of the route especially along the shores of the Bay of Quinte, Lake Ontario and Rideau Lake District. His trip was an era-marking one in as much as it was made in the first through train over C.N.R. rails from Toronto to Quebec where the president went from here.

As there is not much more than 100 miles of the CNR transcontinental to lay north of Lake Superior, the president's present trip heralds the fact that the CNR will be complete from the Saguenay river to the Rocky Mountains by the end of the present year. A through freight service will immediately follow between Quebec, Ottawa, Montreal, Kingston, Toronto and intermediate towns.

There is a large lead concentrating plant at Perth Road and the largest mica mine in the country is located at Sydenham.

Of course that is a good deal of work to do yet to finally complete the roadbed. The permanent way requires much ballasting and "lifting" before regular traffic can be run on it and it will be the beginning of 1914 before a regular passenger service will be instituted. At present there are about 150 men at work between Yarker and Harriowsmith, ballasting and raising the track. The line has been considerably straightened between these two points and it has been brought up to level. This has meant taking out several sharp curves and heavy grades. In fact the track has been lifted as much as 7 and 8 ft for long stretches and as much of the material for filling had to be brought long distances on the cars, progress has been slow. However the officials are well satisfied with what progress has been made.

East of Sydenham the greatest difficulty has been with a series of sinkholes the worst of which have been found in a boggy spot near Perth Road where the line crosses an arm of Stonehouse Lake. A large gang has been employed for over a year now dumping material into these holes. A short time ago the track settled out of sight in one of them, carrying with it a big construction locomotive and several cars. The engine was recovered the other day and was sent to Montreal to be repaired. The cars have been abandoned. It will take some time yet to complete the work at that point but the trouble has been overcome which is evidenced by the fact that Sir William and party made the trip over the whole line without accident or misadventure of any kind.

08/10/1913 *Ottawa Citizen**Smiths Falls*

First Through C.N.R. Train From Toronto to Quebec
SIR WILLIAM MACKENZIE'S ANNOUNCEMENTS
ERA MARKED BY ARRIVAL OF SPECIAL

First Through C. X. R. Train from Toronto to Quebec Due Today.

PRESIDENT ON BOARD WITH LADY MACKENZIE.

Through Fast Express Service Will Follow List of Stations.

The first through train wholly on C.N.R. rails from Toronto to Quebec, an era-marking train, is due in Montreal this afternoon. It is a special train with Sir William Mackenzie, Lady Mackenzie and party on board.

The last two miles on the Toronto-Ottawa section were completed only this week and the president's train is the first complete one to make the trip. The final ninety miles of the Toronto-Ottawa trip were over new road.

As there are not much more than 100 miles of the C.N.R. transcontinental to lay north of Lake Superior, the president's present trip, heralds the fact that the C.N.R. will be complete from the Saguenay River to the Rocky Mountains by the end of the present year. A through freight service will immediately follow between Quebec, Ottawa, Montreal, Kingston, Toronto, and intermediate towns.

LINE 255 MILES.

The new Toronto-Ottawa line, the completion of which has linked Quebec and Montreal by the C.N.R. system, is 355 miles in length, or 25 miles shorter than any rival road. It opens up the Rideau Lake Country, which formerly had only water connection, and runs through a rich dairy and mineral country. The new stations are: Rideau Jct., Richmond, Smith's Falls, Portland, Lombardy, Chaffey's Locks, Forfar, Bedford Mills, Perth Rd., and Sydenham.

There is a large lead concentrating plant at Perth Road and the largest mica mine in the country is located at Sydenham. The era-marking special left Toronto last night and passed Ottawa at one o'clock today. Sir William will sail for England from Quebec on the Royal Kdward tomorrow. Montreal Star, October 3rd. 1913.

09/10/1913 *Chesterville Record**Smiths Falls**Ottawa*

Ottawa, October 3. The last rail of the new Canadian Northern line was laid yesterday and this afternoon the event was officially marked by the arrival of the first through train, with Sir William MacKenzie, head of the CNR system on board. Sir William arrived at 1.15 p.m. at the temporary CNR station at Henderson Avenue on the southeast corner of the city.

He was accompanied on his car by several officials of the road and the whole trip was made without accident of any kind. He expressed himself well satisfied with his inspection, although, of course, there is still much to be done before it will be in condition for regular train service.

The new route brings Ottawa and Toronto sixteen miles closer together. Yesterday the CPR was the shortest railway line between here and Toronto. It is 256 miles long. Today, the CNR, 240 miles long can claim the honor.

Sir William says that the beginning of 1914 will probably see the inception of a regular passenger service over that line between here and Toronto.

No official information regarding the building of a new station in Ottawa has been given out. The CNR may get running rights into the Central Station but nothing is known about that.

Principal advantage of the new line is the scenery.

09/10/1913 The Equity, Shawville Locksley Pembroke

The contract for the building of the Grand Trunk station at Pembroke has been awarded to Mr. Jas. F. Munro for a figure in the neighbourhood of \$35,000. This does not include the building of concrete retaining wall or any of the filling in or yard improvements.

10/10/1913 Ottawa Journal Ottawa Electric Ottawa Car

The Ottawa Electric Railway is going to repaint all the old big double-truck pay-as-you-enter cars a light green the same color as the present new cars are painted. Already car No. 538, which originally was red and green, is now running on the Somerset street line repainted.

The cars will be taken into the repair shed one by one or possibly two at a time and re-painted. This will have all the big cars the same color as is the case in Montreal.

13/10/1913 Ottawa Journal Hull Electric Aylmer

The Hull Electric Railway is at present laying five miles of track on the Aylmer line and also ballasting for eight miles. The work is well under way, and they hope to complete the work before the snow falls.

14/10/1913 Ottawa Journal Smiths Falls

A rumor to the effect that the Canadian Northern Railway will run its passenger trains into the Grand Trunk Central station has been started. Mr. D.B. Hanna, vice-president of the road, who is in Ottawa on business, when seen at the Chateau Laurier today, did not deny the rumor. When asked as to whether the Canadian Northern intend to erect their own station here, Mr. Hanna wanted to know what the objection was to the station we already have. "That's a fine station over there, isn't it?" he said, indicating the Central depot. That, however, was the farthest, Mr. Hanna would go toward a statement of the Canadian Northern's policy.

14/10/1913 Ottawa Journal Morrisburg and Ottawa Electric

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

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

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

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

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

15/10/1913 Ottawa Journal Carleton Place Britannia

KILLED BY TRAIN AT BRITANNIA

Foreigner Run Down by Winnipeg Express.

Identified by Means of Card in Pocket.

Engineer of Train. ItH Appears, Did not Notice Man Walking on Tracks in Early Morning Hours - Inquest so be held.

Struck by the Winnipeg Express at the Britannia, crossing early this morning, B. Kowalchuk, a foreigner was instantly killed

The only mean of identification was a piece of paper found in the man's pocket with "B. Kowalchuk" written on it. The body was badly mangled,

Did not see him.

Dawn was just breaking when the accident happened and it is likely that the engineer did not see the man, who evidently did not hear the approach of the train.

He was about thirty-five years of age.

Inquest opened

Mackenzie's ambulance was on the scene at 7.30 and conveyed the remains to the morgue where a preliminary enquiry was opened at noon by Coroner Craig.

16/10/1913 The Equity, Shawville Waltham Morehead

On Saturday morning a Polander lost his life in a gravel slide at Wallace's gravel pit, half a mile east of Morehead station. Work at the pit had just been completed when the accident occurred, and the men were preparing to remove the steam shovel which had been operating in the pit for the past two or three weeks. Without warning a huge mass of gravel slid down the slope and buried the unfortunate man, and injured a comrade. The man was dug out as quickly as possible but all efforts to revive him were fruitless. The body was taken to Ottawa on the afternoon train.

16/10/1913 Ottawa Journal Ottawa and St. Lawrence Electric

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

17/10/1913 Ottawa Citizen Morrisburg and Ottawa Electric

BOUHT SAND PIT

Morrisburg and Ottawa Road Will Sell Sand and Gravel.

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

23/10/1913 Chesterville Record Morrisburg and Ottawa Electric

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

23/10/1913 The Equity, Shawville Beachburg

The laying of the steel in the line of the Canadian Northern Railway between Pembroke and the point of crossing the Ottawa River at Split Rock began at Pembroke last week, and the contractor, Mr. J.P. Mullarkey, expects that section, 27 miles in length, to be completed before the real cold weather sets in. The work of laying the steel on the section between Ottawa and the Chats rapids, will, it is also expected be completed at about the same time. Work on the two bridges, that at the Chats and the one at Split Rock, - will be carried on all winter with the object of having them completed in the Spring. Then tracklaying will be undertaken on the section running along the front of this county, the grading of which is now well advanced. The whole line between Ottawa and Pembroke, which is said to be 36 miles shorter than the C.P.R., will likely be in operation early next fall.

SUBURBAN ENTRANCE

Route for Morrisburg and Ottawa Electric Into City.

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

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

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

28/10/1913 *Rideau Record**Winchester**Smiths Falls*

For some months it has been known that the C.P.R. has been planning big improvements and extensions of its plant here. The two chief features of the programme are a subway on Chamber street to coat about \$100,000 and a large extension of its yards in the east end. Of late it has bought a good deal of land for the latter proposition and negotiations are under way through Mr. J.E Burns the real estate broker for many other properties. The record understands that the company has options on \$35,000 worth of land in addition to what has already been bought. Before some of the properties can be acquired that are necessary for the new subway it may be necessary to take expropriation proceedings. That is all that is holding back the awarding of the contract.

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

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

06/11/1913 *The Equity, Shawville**Waltham**Shawville*

The removal of a locomotive from the station here to the line of the C.N.R. near Portage du Fort, is the task which Messrs. Lynch, Peckham and Gorman have in hand this week, and the work is certainly not of the lightning express variety, considering that the "iron horse" only moves one rail length in between breathing spells, and very slowly and carefully at that. The locomotive is a good deal smaller than the ordinary type, and is designed exclusively for railroad construction. She is to be used presently to haul material to make the embankment required between the Bryson road and the approach to the big bridge across the Ottawa, now almost completed. A number of small gravel trucks and a steam shovel complete the outfit. These will be dismembered at the railway yard here and hauled by team to the point where the operations are to be carried on.

07/11/1913 *Eastern Ontario Review**Cornwall*

Glengarry and Stormont Railway

A special meeting of the above company will be held in the city of Montreal, on Monday December 1, at 12 o'clock noon, for the purpose of considering and if deemed advisable of authorizing the issue of first gold bonds to the extent of seven hundred thousand dollars,

12/11/1913 *Ottawa Journal**Ottawa and St. Lawrence Electric*

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

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

Where line will be

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

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

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

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

Ready in August

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

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

Book tickets

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

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

13/11/1913 *The Equity, Shawville**Beachburg*

A spur line is being built from the newly opened marble quarries in Ross to the line of the C.N.R. near Portage du Fort.

14/11/1913 *Eastern Ontario Review**Montreal and Ottawa**Caledonia Springs*

Averted a Collision

To an eight year old girl must be given the credit of averting what might have ended in a wreck with perhaps fatal consequences to many who were travelling by the Canadian Pacific railroad from Ottawa to Montreal last night, on the train which left the former point at 6.45 p.m.

The child was sitting at the window of her father's house near the station at Caledonia Springs watching the rain storm, when she saw some dark object loom up and it came along the track, and it puzzled her. Throwing on her wraps and finding her father a section foreman, in the railway yard told him her story. He did not pay much attention to the child's story but her persistence resulted in action. To his horror he found that a freight car had been blown off the siding and along the main track on the way to Alfred station. He also knew that the Ottawa express would soon leave Alfred for the Springs. And there would be a collision. No time was lost until a handcar was called into service and with three men the foreman started after the truant car. After twenty minutes they caught up with it, blocked it, and then started for Alfred station only a few minutes ride distant. When approaching that station they swung their red lanterns just in time to have the train slow up after it started up from Alfred depot.

The train was fifteen minutes late running to Alfred, and there was every likelihood of speed being put on to Caledonia Springs when the freight would undoubtedly have been struck.

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

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

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

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

Three plans

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

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

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

08/12/1913 *Kingston Daily British Whi* *Kingston (CP)**Tichborne*

Tichborne Notes

The new station is nearly completed.

Note: This was the third station to be built in the village of Tichborne, and lasted until about 1970. It was built to a modified CPR No. 5 standard station plan.

10/12/1913 *Ottawa Journal* *Smiths Falls*

Brockville - To John R. Graham, engineer, and George L. Horton, conductor, belongs the honor of making the first trip from here to Ottawa and return entirely over the tracks of the Canadian Northern Railway.

The company found it necessary to secure a gravel grader and donkey engine which had been left at the capital, and accordingly a special train made up of a locomotive and one coach left here for Ottawa. It proceeded by way of Brockville Junction; the objects of the trip were secured and Brockville was reached on the return trip in exactly seven hours.

Considering that the complete distance in each direction is 96 miles, exceptionally good time was made over a new road bed.

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

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

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

18/12/1913 *The Equity, Shawville* *Waltham*

A telephone system is being installed along the line of the Pontiac branch of the C.P.R.

18/12/1913 *Ottawa Journal* *Smiths Falls*

Mr. G.A. Mountain, chief engineer of the Railway Commission and Assistant Engineer Simmons returned this morning from an inspection of the Canadian Northern Ontario railway from Ottawa to Napanee, which has recently been completed and which is a continuation of the Toronto Napanee line.

Mr. Mountain found the line to be in good condition generally and it will be opened for freight and local passenger traffic on Jan. 5. Through service will begin in the spring.

Splendid steel bridges have been constructed and preparations are being made for the manning of stations along the line.

19/12/1913 *Eastern Ontario Review* *Central of Canada*

The following appears in a cable from London, Eng.,

London December 16. - The Central Railway Co., of Canada, to-day resolved to retire existing bonds, replacing them with a new issue, covering the whole main line between Montreal and Midland.

Mr. C.N. Armstrong, the vice-president told bond-holders that the railway was now negotiating an important shipping company, which proposes to put nine steamers in the Great Lakes and from Montreal to British ports.

Negotiations are also proceeding with an important new railway from Montreal to the north.

Canadian bond-holders, Mr. Armstrong added, had never attempted to sell their holding, as they had every confidence in the company's future.

19/12/1913 *Renfrew Mercury* *Locksley*

The Grand Trunk Railway has promised that in the spring the Madawaska - Golden Lake mixed train will be run into Pembroke to reach there about 9.30 a.m. and return at 10 o'clock. Plans have been prepared for a line two miles in length to give interswitching with the C.P.R. On it two bridges will have to be built, one over the Muskrat and one over the Indian River.

24/12/1913 *The Equity, Shawville* *Waltham* *Shawville*

We understand the C.P.R. authorities have sanctioned the lighting up of the station here by electricity. This will be both a boon to the public and a convenience to the agent in charge.

25/12/1913 *Chesterville Record* *Prescott* *Prescott silk*

Freight valued at over 1 million dollars was transferred from the CPR across the river to the NYC railway at Prescott on Friday when eleven car loads of silk from China was hastened to its destination.

The goods were only six days out from Vancouver, where they arrived on the 10th by the steamer "Empress of India", and consisted of 8 cars of raw silk and 3 cars silk goods.

This is one of the largest consignments ever sent across the border from this point.

29/12/1913 *Ottawa Journal* *Smiths Falls*

On Monday January 5 the Canadian Northern Railway will begin a local passenger and freight service over the new line between Ottawa and Toronto.

As announced by Mr. S.J. Montgomery, city freight and passenger agent of the C.N.R., passengers will leave the station at the foot of Henderson avenue at 11.30 a.m. each day, connecting at Napanee with the Napanee-Toronto service at half past four in the afternoon, and arriving in Toronto at 9.15 in the evening.

Returning, passengers will leave Toronto at 8 p.m., and arrive at Ottawa at noon the next day. Connections can be made at Brockville Junction for Brockville and Harrowsmith for Kingston.

This is not the regular express service that the company intends running but is specially designed to give residents of towns along the line which have no train service such as Merivale, Fallowfield, Richmond, Lombardy and Portland, facilities for getting to the cities. The regular service, for which the company is now building four exceptionally fine trains, will begin next spring or summer, and a station in the centre of the city will be secured.

The new freight service will allow of freight shipped from Ottawa in the morning being delivered in Toronto the next day, and means that a fast freight service will be in operation between Ottawa, Quebec, Montreal, Toronto and points east and west.