

# Local Railway Items from Area Papers - 1913

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

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

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

THE MORRISBURG RY. BYLAW.

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

**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.

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

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

**09/01/1913** *Morrisburg Leader* *Kingston (CN)* *Aultsville*

A pitch-in occurred at Aultsville early yesterday morning which blocked traffic on the two main lines for several hours. Fast freight train No. 93, westbound, collided with an eastbound freight that was taking the siding in order to allow No. 8 express to pass. Seven cars were ditched, one of them filled with beef, being turned across the two tracks. The auxiliaries from Brockville and Toronto were called out and worked the greater part of the day. As a result of this accident the fast train from the west and the moccasin were held here until nearly noon, which made business for the hotels, some 83 taking breakfast at St. Lawrence Hall, while 41 did likewise at the Windsor House and 42 at the Hotel Southern. Though taken unaware our hotels were equal to the occasion, and all went on their journey well pleased with the manner in which innerman was satisfied.

**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.

**20/01/1913** *Ottawa Citizen* *Winchester* *Smiths Falls*

Fire at Smith's Falls

Smith's Falls, Jan. 18. - The C.P.R. coal chutes here were damaged by fire last night. The blaze was a hard one to control but was successfully done after a few hours hard work by the fire company. The chutes contained about fifty tons of coal but the greater part of this was gotten out. It is thought that the fire was caused from defective electric wires. It will take several days to repair the damage done.

**22/01/1913** *Lanark Era* *Ottawa and St. Lawrence Electric*

APPLICATION TO PARLIAMENT.

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

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

**22/01/1913** *Ottawa Citizen* *North Lanark*

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

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

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

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

F. IVESON, Secretary..

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4. To extend the time for the commencement and completion of the undertaking of this Company.
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DATED at the City of Ottawa, this third day of January. 1913.

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.

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.

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* *Central of Canada* *Carleton Place*

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

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* *Ottawa, Rideau Lakes and Kingston*

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

07/02/1913 *Eastern Ontario Review* *Central of Canada*

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.

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.

Application to Parliament.

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

Accident to car No. 329.

Cardinal Couple Killed by Train

Mrsr. John Grant and Mr. Alvin Brown Victims of Fatal Accident

A Cardinal correspondent writes: A very sad accident occurred on Friday February 14th, when Mr. Alvin Brown and Mrs. John Grant were struck by the train, and instantly killed on the railway crossing just outside the village of Cardinal.

Not noticing the train approaching, they drove on to the track and suddenly the horse stopped, and Mr. Brown looked out of the top just as the train struck them.

Mr. Brown's body was very badly bruised, but Mrs. Grant only received a few scars on her face.

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Two Killed

Mr. Brown and a Neighbor Woman Named Mrs. John Grant Killed at Cardinal Crossing by Fast Train West.

Friday morning last just before 11 o'clock, a sad and fatal accident occurred on the Grand Trunk Railway at a public crossing a short distance west of Cardinal station, and at a point where the International limited would be running at a high rate of speed, in fact at a place where the fast train would be making its best in order to make its connections at Prescott and Brockville, which are among the few stops that it has to make.

The victims were Mrs. John Grant and Mr. Allen Brown. Both are residents of the 4th concession of Edwardsburg, and neighbors. Mr. Brown was driving into the village and kindly took Mrs. Grant along, who desired to do some shopping there. All went well until the approach to the crossing was made. They were seated in the buggy with the top up. Mr. Brown wore a cap pulled over his ears, and near the crossing looked out to see if all was clear, but owing to the fact that the cap prevented him from hearing the approach of the fast-moving train in time to avert the accident, the buggy was struck with great force, and it's occupants were hurled into the ditch.

The train was immediately stopped. Engineer Conrad applied his brakes when he saw the predicament those driving were in but owing to the conditions was unable to prevent the tragedy.

Both bodies were picked up but death had intervened.

Dr. Locke, of Cardinal, was called but the unhappy victims were beyond recall.

Dr. McPherson, Prescott was notified and left that afternoon for Cardinal to hold an inquest.

Mr. Brown was about 55 years of age, and Mrs. Grant was aged 50 years.

The train was in charge of Conductor D. White, of Toronto, and Engineer Conrad.

The body of Mr Brown was badly mangled, especially about the head. Portions of it being carried some distance.

Mrs. Grant while injured internally did not show many external marks, only a few abrasions.

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

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 --

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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.

28/02/1913 Ottawa Citizen Morrisburg and Ottawa Electric

Morrisburg & Ottawa Railway.

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

03/03/1913 Kingston Weekly British W Ganoque and Arnprior

The bill to incorporate the Ganoque and Arnprior Railway, introduced by John R. Darganel, M.P.P. for South Leeds, was given its first reading on Wednesday

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

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

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

04/03/1913 Ottawa Citizen North Lanark

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04/03/1913 Ottawa Citizen Ganoque and Arnprior

(Special to The Evening Citizen.)

Toronto, March 4. The railway committee of the legislature held its first meeting of the session this morning and reported among other bills that of the Ganoque and Arnprior Railway which seeks a charter to construct a line between those towns. The clause giving power to the company to cross the Rideau waters at or near the Narrows locks was struck out, the committee being of the opinion that this power could only be conferred by the Dominion railway board. It was also provided that the company could not supply any municipality along its route with electricity unless the Hydro-Electric Commission approved of the agreement.

06/03/1913 Morrisburg Leader Kingston (CN) Morrisburg

A serious and what might have proved a fatal accident, occurred at the G.T.R. crossing here on Monday. As the fast express, which is due here at 10:45, reached the Aultsville road, a man driving a horse and cutter was seen approaching from the north, but not in time to avoid a collision. The occupant proved to be Mr. Moore, lately returned from the west, who had driven with his brother Percy to the latter's school in Galliertown. From some unknown cause he did not hear or see the approaching train until too late to stop the horse. The horse was caught and carried on the engine for quite a long way and when found was dead. The young man who was badly shaken up but not injured, was badly frightened and the cutter was smashed. How Mr. Moore escaped injury is quite miraculous.

08/03/1913 Ottawa Citizen Ganoque and Arnprior

--private bills received their second reading - application of the Ganoque and Arnprior Railway Company for incorporation.

11/03/1913 Montreal Gazette Alexandria Casselman

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.

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 th damage will be slight. The track was cleared by an early hour this morning,

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

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

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 Grank Trunk station is looking a good deal better thank 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 ROAD

Morrisburg and Ottawa Electric Ry. May be Extended There.

Brockville, March 19. (Special). J.G. 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 was 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 Hyde-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 electrto railway it is felt that the town would be benefitted greatly by being part of an interurban system such as proposed..

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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..

20/03/1913 *Morrisburg Leader**Kingston (CN)**Brockville*

Brockville Recorder:- Sunday morning at 6.45 a telephone message from Morrisburg to the police station here stated that six tramps had been caught red handed robbing a car of merchandise at that point. The conductor stated he had locked the `hoboes` in the car and requested that officers meet the train upon arrival here. Constables Storey and Ferguson did as requested but when the door was unlocked here the six tramps are missing. It is thought that confederates released them before the train got under fair headway at Morrisburg. A quantity of canned goods and some liquor was missing

21/03/1913 *Glengarry News**Alexandria**Casselman*

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,

26/03/1913 *Ottawa Journal**New York Central**Ramsayville*

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.

27/03/1913 *Ottawa Journal**Alexandria**Maxville*

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

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

Williamsburg Council

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

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

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 to 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 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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*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 Grand 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 Central 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, bump, 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 Arthabaskaville, extricated from beneath one of the seats.

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

*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. Nelson, 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.

**03/04/1913 Morrisburg Leader Kingston (CN) Gananoque Junction**

The Grand Trunk Railway has decided to change the name of Thousand Islands Junction to that of Gananoque Junction. This action was through the solicitation of the Gananoque Board of Trade.

**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 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 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 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**

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.

**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.

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

TO VOTE ON BONUS

Bylaw to be Submitted to Help Morrisburg Electric.

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

**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, Armprior and Ottawa were in attendance and shared fully in the distinguished function. Valentin orchestra supplied the music.

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

Electric Railway Franchise.

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

**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 Morrisburg and Ottawa Electric**

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

**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.

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.

17/04/1913 *Kemptville Weekly Advance* *Gananoque and Arnprior* *Gananoque*

Gananoque proposes to subsidize the Gananoque & Arnprior Railway to the amount of \$20,000, payable when the road is built, equipped and ready for business.

17/04/1913 *Kemptville Weekly Advance* *Kingston (CN)* *Gananoque*

The Grand Trunk Railway has decided to change the name of Thousand Island Junction to Gananoque Junction. This action was through the solicitation of the Gananoque Board of Trade.

17/04/1913 *Kemptville Weekly Advance* *Winchester* *Smiths Falls*

Struck at Crossing

Smiths Falls, April 10. William O'Brien a young man about 18 years employed at the cooperage here, hired an outfit yesterday from M. Balfes' livery to drive down to Merrickville. He promised to be back by noon today, and was on the return journey when the C.P.R. railway crossing a few miles down the track the outfit was struck by the noon express from Montreal. The train was stopped and O'Brien was found in an unconscious state with both legs and some of his ribs broken, also internal injuries. He was put on the train and brought to town, where he was taken to the public hospital, where everything was done that was possible. He did not rally, and died about 5 o'clock this evening. The horse, which was a valuable one, was instantly killed and the buggy badly smashed.

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

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

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

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

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

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

22/04/1913 *Ottawa Journal* *New York Central*

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.

23/04/1913 *Ottawa Citizen* *Chaudiere* *Butterworth*

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.

23/04/1913 *Ottawa Journal* *Beachburg* *Ottawa*

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."

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

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

## 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.

02/05/1913 *Ottawa Citizen**Chaudiere**Butterworth*

## 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.

02/05/1913 *Eastern Ontario Review**Central of Canada*

## 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 contactors 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.

03/05/1913 *Ottawa Journal**Prescott**White Bridge*

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.

03/05/1913 *Ottawa Citizen**Chaudiere**Butterworth*

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,

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

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

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

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

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

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

08/05/1913 *Morrisburg Leader**Kingston (CN)**Cardinal*

The Grand Trunk Railway, acting on instructions from the Board of Railway Commissioners, is preparing to commence the erection of a subway at the first crossing west of Cardinal village which has been the scene of several railway accidents. The project necessitates raising the double tracks several feet for more than a mile in order to get the necessary levels.

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.

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

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

1. To consider and if deemed advisable to ratify and confirm an agreement dated the 10th day of May, 1913, entered into by the directors of the company with the Ottawa & St. Lawrence Construction Co. Ltd., which agreement provides for the construction of the line of railway of the said Ottawa & St. Lawrence Electric Railway Co. and for the equipment thereof.

2. To consider and if deemed advisable to ratify and confirm a bylaw passed by the directors of the company changing the head office of the company from the city of Ottawa, in the county of Carleton, to the city of Toronto, in the county of York.

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

BY ORDER OF THE BOARD.

Frank Iveson, Secretary.

Also in the Citizen 20 May 1913

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

## 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 evidences that the body had been carried backwards and forwards for some time by trains passing and repassing. 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

## 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

Bylaw No. 360 of the village of Morrisburg

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

Sets out the bylaw fully

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

Westboro Council

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

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.

## 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.

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

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.

W. J. Pink, Perth, received a letter a few days ago from Mr. Clougher, the gentleman interested in the Ottawa, Rideau Lakes, and Kingston railway, which is to pass through Perth on its way to Lanark. The contents of the letter are encouraging and Mr. Clougher states that experts are making an inspection of roads where the motive power is gas-electric. The undertaking will be further advanced shortly.

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.

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

Henry Quinnville, 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. Quinnville 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.

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.

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.

Mr. N.G. Clougher, A.C.G.T., F.R.G.S. of Ottawa, President of the proposed Ottawa, Rideau Lakes and Kingston Railway Co., passed through here on Saturday by auto., in company with the engineer. He is quite confident of the early construction of the road,

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

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

Dated at Ottawa, May 28th, 1913

By order of the Board of Directors

R.A. Bishop

Secretary

The Morrisburg & Ottawa Electric Railway Company

Also in the edition of 5 June 1913

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.

A special train, a double header, which was taking members of the Royal Canadian Horse Artillery from Kingston to the camp at Petawawa, met with an odd accident at Calabogie. The train was stalled by caterpillars, which were stretched along the tracks for a distance of about three miles, and could not start again until the tracks were cleared by section men. A delay of two hours was caused.

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.

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

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-Arnpprior and Ottawa-Morrisburg branches will be built first. It is understood the contractors have taken over the bonds of the road.

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

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

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

Morrisburg By-law Carried

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

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

C.P.R. Tunnel Scheme temporarily abandoned.

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

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

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

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

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

R. A. BISHOP, Secretary,

he Morrisburg & Ottawa Electric Railway Co..

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

Granted Right of Way.

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

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

Ottawa and St. Lawrence Electric Railway Franchise By-Law

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

East Ward -For 61, Against 1.

Center " - For 52, Against 2.

West " - For 51, Against 4.

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

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

MORRISBURG & OTTAWA ELECTRIC RAILWAY COMPANY.

Notice to Contractors.

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

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

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

Ewart, Scott, McLaren & Kelly.

R. A. Bishop, Secretary.

Also in the Ottawa Journal same date

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.

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

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

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 of 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."

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

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.

#### CONDUCTOR CAMERON'S SHOULDER DISLOCATED

Ottawa Man Was in Charge of Wrecked Train. Not Seriously Injured.

Daniel Cameron the conductor on the train was among the fortunate ones to escape without fatal injuries. He escaped with a dislocated shoulder and an experience to be remembered. Dr. J. F Kidd attended him at his home. When a Citizen reporter called there shortly after the accident had taken place he was in bed. He had been taken home in an automobile by a friend, and after coming through such a nerve racking experience said he was not feeling too badly."

Mr. Cameron could not remember very much about the affair. He was checking the passengers in the car, the third from the baggage coach. He had punched a few tickets and was just in the act of punching the ticket of a Miss L. Dunbar, when suddenly. With a terrific crash the car crashed to one side and turned over twice and was hurled into the river. He did not remember anything after the train struck the ground the first time until he found himself struggling in the river. The screams were terrifying, he said, and as the train crashed to the ground each time it was with a terrible thud. He did not know just what way he got out of the wreck but it was probably out of the west door, he thought

#### TRAIN SENT OUT VIA KEMPTVILLE

A special train was made up at Ottawa and sent around by Kemptville to convey those who were able to continue on their journey. The engineer on this special train is H. C. Chapman, of 193 James street, who was the engineer on the wrecked train. The only member of the train crew injured in the wreck was Conductor Dan. Cameron who had his shoulder dislocated. The Toronto train last night was also sent around by way of Kemptville.

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.

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.



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.

New Ties Were Being Set In Track At The Scene Of C.P.R. Wreck.

Section Foreman declares However That This Had Nothing to do with Accident

Interesting Evidence at Inquest Into Death of John Peace, a Passenger - No Broken Wheels Found in Wreckage.

Edward Lyons, foreman of the section gang which was repairing the railroad track at McKellar Townsite, where Wednesday's wreck took place, told the coroner's jury last night that the section gang had just put in a tie to which the rails were not yet spiked, a rail length east of where the cars left the track.

This tie remained in its place after the wreck, however, and in his opinion had nothing to do with the cause of it. This testimony had considerable bearing on the investigation, as it had been rumored that all the rails were not spiked. .

He thought a piece of iron might have dropped from a car on to the rails.

No Broken Wheels.

The jury were enquiring into the death of John Peace, one of the victims, and the inquest will be resumed next Wednesday.

Medical evidence and that of several eye-witnesses was taken. Witnesses testified that no broken car wheels were found, although a fractured brakearm was discovered, while most of them could not explain the occurrence.

Two passengers who were in the colonist car which went into the river told graphic stories of their experiences.

A brakeman stated that when the train left Ottawa some passengers in a colonist car were on the platform in spite of his warnings.

Dr. J. P. Kidd said Peace sustained an extensive fracture of the skull, a deep wound in the forehead and other injuries which would cause instant death,

In Water up to His Arms.

Thomas Hogg of Ballvmena, Ireland, a passenger on the way to Calgary said he was thrown into the water up to his shoulders and had to climb through a window to get out. He was badly hurt about the chest but his cousin who was in the car in front was killed.

Pat Devine of County Galway, Ireland, said the first thing he noticed was the car shaking on the sleepers and after running a short distance toppled over into the water.

Mr. A. S. Shields, bagagemn on the wrecked train, said he had been in two wrecks and had never seen cars in the middle of a train drop out leaving the others in a line on a straight track.

Saw Section Men Working.

Mr. Jerry Gorman, proprietor of the Minto Hotel, who saw the accident happen, said there were seven or eight section men working near the spot a few minutes before the accident.

Thomas Smith, foreman of a gang about three miles west of where accident occurred could not account for the accident and found no evidence of poor spiking.

July 4th. Gananoque, Ont - The following by-laws will be submitted to the burgesses on the above date: - to authorize a bonue of \$20,000 to the Gananoque and Arnprior Railway.

## GARDENER CLAIMS SECTIONMEN HAD NOT COMPLETED LAYING NEW RAIL WHEN TRAIN WAS WRECKED NEAR MCKELLAR TOWNSITE

Interesting Evidence Given at Resumed Inquest Into Railway Disaster of June 25. C. P. R. Officials Contradict Evidence of Joseph Wheeler Regarding Rail Not Being Completely Spiked.

"I saw the section men who were working on the track where the accident afterwards occurred take up a rail and put it down again not five minutes before the train came past. They were spiking it when the train whistled at Westboro and I don't think they had finished."

The above somewhat sensational evidence was last night given in the C.P.R. wreck inquiry before Coroner Craig by Mr. Joseph Wheeler, a gardener at McKellar Townsite who witnessed the wrecking of the Imperial Limited two weeks ago. Mr. Wheeler, who said he was working about 20 yards from the track, stated he had seen the train just before the accident and that there appeared to be something dragging underneath it, which was raising a great cloud of dust. With further regard to the rail which he had seen the section men spiking, he stated this was one of the rails which was afterwards torn up.

His evidence was somewhat contradicted by the opinions given by a number of C.P.R. officials that the derailment was caused by the "sun-kink," evidence of which they stated they found on examination of the rails afterwards, and could scarcely have been caused by anything else. They would not admit that the development of a sun-kink indicated negligence, stating it might appear on a perfect track.

As regards the accident, which, a passenger testified had occurred to the train between Montreal and Ottawa, it was given in evidence that the tail piece of one car had broken and the car had been dropped off en route for repair.

The inquest will resume next Wednesday night.

### ENGINEER'S EVIDENCE

Albert Chapman, engineer of the wrecked train, was the first witness. He had been an engineer for 23 years. He told of the wreck and of putting on the brakes as soon as he felt that something was wrong.

He did not know who had been in charge of the train between Montreal and Ottawa, Nothing wrong had been reported to him as having occurred between the two points. He had no opinion as to the cause of the accident.

### CARS ALL INSPECTED

He also testified that the cars which had composed the train had all been inspected before it started and reported all right to him. He had experienced trouble previously from "sun-kinks" in the rails on one occasion five years ago, having seen one on the track at Snedden's when his engine was still half a mile from it. He could have stopped his engine if he had seen a "sun-kink" on the rails at McKellar Townsite. He had never seen an accident such as this when the cars in the middle of the train dropped out and he knew of nothing which could fall from a car and derail the train. If a brakebeam had dropped, it would drag for miles.

### EYEWITNESS OF WRECK.

Jean Baptiste Charron, a gardener for Mr. John McKellar, testified he had been working in the latter's gardens near where the accident occurred and had seen it. He could, however, throw no new light on the occurrence but as he was very deaf it was sometime before he could make this evident. James Brown, 323 Gloucester street, was in like case as were David Watts, of 358 Nepean street, and Alex Turpin of Westboro, all employees of McKellar's.

### C.P.R. OFFICIALS

Alex. Denean, yard foreman at the Broad Street station, testified he had been in charge of the wrecking train. He had observed nothing to throw any light on the accident. F W. Cooper of Montreal, divisional engineer for the C.P.R., said he had examined the scene of the accident the day after it occurred.

"What did you observe and what inferences did you draw?"

"From the appearance of the track and the temperature I think it was caused by sun-kink due to straining the rails following expansion. The day following the accident the temperature was 88 degrees. The day rails were laid the temperature would be about freezing. These rails are supposed to be laid with an eye to temperature."

### EXPANSION ALLOWANCE.

"If the proper allowance for expansion had been made at the time the rails were laid this sun-kink would not have occurred?" asked Crown Attorney Ritchie.

"That doesn't follow. There are contributory conditions such as possible creeping of the track."

There was an inflection in the rails which in the absence of other evidence had led him to the view there had been sun-kink, said the witness. Asked how he reconciled this with the statement of the engineer that he had seen no such condition he said it might have developed after the engine had passed over that bit of track.

"Is there any other cause but sun-kink which might have brought about the accident, judging from your observations?"

"I did not find any other cause sufficiently marked."

"I saw in the newspapers the other day that some lady on the train said an accident had happened between Montreal and Ottawa?"

"I know nothing of it."

### GARDENER'S TESTIMONY.

Joseph Wheeler, McKellar Townsite had seen the accident. Section men had been working on the track, and five minutes before the Winnipeg train came through put a rail down, and were spiking it as the train whistled at Westboro

"There was something dragging underneath the train." said Mr. Wheeler/ "The train no sooner got past me than up it went."

"Where was this rail they were putting in?"

"Just where the first car left the track."

"How about this something dragging?"

"It was kicking up a big dust underneath the car."

"How near was the train before the sectionmen finished spiking the rail?"

"I don't think they had finished. They stood by the side and let her go past"

### RAIL TORN BY WRECK.

The rail which had been removed and afterwards spiked down, said the witness. Was one of those torn up in the wreck.

"The section men told us they were ?ting ties, not touching the rails?" asked Mr. Ritchie.

The witness laughed. "They were ?ting the rail and putting the ties under it," he said. "They had it up ? Five minutes before the train passed."

### EXAMINED THE LINE.

Mr. Cooper was then recalled.

"Did you come up here to investigate this accident?" asked Crown Attorney Ritchie.

"I came up to assist the general superintendent. I examined the line three-quarters of a mile on either side of the accident."

He had seen nothing to indicate that any part of the undergear of the car had come loose. The section men working at the scene of the accident had not told him anything of taking out a rail, and this was the first he had heard of it. It sounded incredible to him that it would have been done without flag protection to an approaching train.

Eber Donaldson, Woodroffe, testified that he had seen the accident, but he could tell nothing new about it.

"Have you anything more to say?"

"People across the track in Springfield said they had seen ties that morning without any spikes in," said the witness, but could give no names.

#### DIVISIONAL FOREMAN

George Edward Smart, Westmount, said he was divisional car foreman for the C.P.R. and had supervised the putting back on the rails of six of the wrecked cars. Nothing was missing on any car except what was found along the track, and there was no sign on the roadbed of anything having dragged.

He had found a mark on the tire of one wheel on the first derailed car which showed it had dropped on the inside of the north rail and had rubbed against it for some distance. This indicated the north rail must have dropped out.

#### WITNESS ASSERTIVE.

At the conclusion of Mr. Smart's evidence some disturbance was caused by the action of Mr. Wheeler, the witness who gave the sensational evidence as to spiking rails, in pointing his finger at the countenance of a C. P.R., witness and stating he himself "was not a C.P.R. man."

#### SURE IT WAS SUN-KINK.

Mr. Allan C. MacKenzie, Montreal maintenance of way engineer for C. P. R. eastern lines, thought the accident had been caused by sun-kink. The first rail disturbed had moved north 6 inches, carrying the ties. The outside rail must have turned over. The sun-kink must have taken effect during the passage of the train or otherwise the engine would have been derailed. If the south rail, as testified by Wheeler, a former witness, had been responsible for the accident the train would have derailed to the south side. Inquiries would be made to see whether Wheeler's testimony was true. Questioned by Mr. W. L. Scott, for the C.P.R., the witness said a sun-kink did not indicate negligence and could occur on a perfect track.

#### AIR-BRAKE INSPECTOR.

Walter G. Stenason, Montreal, assistant air-brake inspector for the C. P.R., testified he had been a passenger in one of the wrecked cars and had been slightly injured. He had made an investigation of the cars after the accident and found nothing wrong.

In reply to Mr. Scott, he gave evidence that two bodies had been found alongside the track. Underneath the first class car he had found another.

In regard to the incident which occurred between Montreal and Ottawa the witness testified the conductor had dropped a car at Hudson the tail pin of which was broken.

*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..

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

#### SHAREHOLDERS PAY MONEY

Morrisburg and Ottawa Railway Troubles May Disappear Now.

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

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

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

*08/07/1913 Ottawa Citizen Chaudiere Wellington Street*

#### LOSS TO ROLLING STOCK

G. T. R. Shunting Trains Collide at Wellington St. Viaduct.

An engine and three flat cars were damaged in a collision between two Grand Trunk Railway shunting trains on the Chaudiere branch near the Wellington street viaduct at about 7 o'clock last evening. Fortunately no injuries were caused, the trainmen jumping, and the damage was not considerable.

One engine was taking cars loaded with green lumber to the Fraserfield yards of the J. R. Booth firm, while the other was bringing back empties which it was backing with cars in front. Due to some cause not yet ascertained, the two trains collided. As it was not a head-on collision and neither was proceeding at any considerable rate of speed, the damage was confined to the smashing up of three flatcars and the demolition of part of one engine. The total loss will not be more than \$1,000, it is expected. The track was cleared a couple of hours after the accident..

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

#### SCRIVENS VERSUS KILT.

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

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

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

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

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

W. E. SCRIVENS..

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

#### TRYING TO GET CONTROL

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

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

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

## FURTHER EVIDENCE IN WRECK INQUEST

Sectionmen and Others Testify as to Condition of Track Near McKellar.

The statement by a witness that Edward Lyon, foreman of the C.P.R. section gang, which was putting in ties at the scene of the accident, had told him in conversation that every second tie was out and in the heat the roadbed was liable to be dangerous for trains at any time, and flat contradiction by Lyon that had never seen Jeffreys, the witness in question, or told him anything the kind, was the feature of last night's session of the inquiry into the C.P.R. wreck at McKellar's townsite.

This was not the only direct contradiction, however, the same Mr. Lyon also denying denying the statement already made by a witness named Wheeler, that a rail had been lifted shortly before the train came along. This provoked a disturbance on the part of Wheeler who has been very much in evidence at every sitting, as a result of which he was threatened with commitment for contempt and removed from the courtroom.

Mr. Lyon's own opinion of the cause of the wreck was that something had dropped from the train on to the track and he told of having been assured by the foreman of another section gang that marks had afterwards been found on the ties bearing out this supposition. Two members of Lyon's section gang were called and confirmed his evidence, one of them, however, stating that the train when it approached had rocked and swayed so much and had been going at such a "God forbid rate of speed." that he had thought something was going to happen. The Inquest was finally adjourned till next Tuesday,

Mr. Greene, of 135 Nicholas street. testified he had seen the scene of the wreck that night at 8.30, but could give no evidence of value as to it.

NO RAILS RAISED.

Mr. Edward Lyon, foreman of the section gang which had been repairing the track at the point of the wreck, was then recalled. He testified that between two and three ties to one rail had been put in. Only one tie would be out at a time, however, and the rails had never been lifted, You heard the evidence of Mr. Wheeler at the last sitting?"

"Yes."

"But you didn't raise any rails?"

"No."

"Let me ask him a question, said Mr. Wheeler, rising from a seat in the courtroom, but he was quelled by a roar of "Order!" from "Major Hollinsworth.

In reply to a question from a juror, Mr. Lyon started he had noticed there were no spaces between the ends of the rails, which were touching.

Usually there would be a space, and the fact that there was none he attributed to the extreme heat of the day. If the rails had been too tight a piece could have been cut out of them.

"Then the evidence of Mr. Wheeler in regard to lifting rails was untrue?" asked Juror Berry later.

EVIDENCE UNTRUE.

"Yes." said the witness. "I swear positively no rail was ever lifted, and I was always there with my men.

"How many men were there actually at work in your gang?"

"Ten."

"That meant four ties might be out at a time?"

"Yes."

"What time -was that train due at the point you were working?"

"At 1.45."

"The time of the train had been changed same time before. Did you know and make allowance for that?"

"Yes."

BEFORE TRAIN TIMES.

The witness further testified that it was customary to stop working five or ten minutes before a train passed.

"Yet you formerly testified that one tie wasn't spiked when the train passed?"

"Yes. That was the only one."

"How about Mr. Wheeler's statement?"

"He must have made a mistake."

"I was right there and saw it." protested the witness in question from his seat in the courtroom.

"It was two hours before any train previous to the wrecked one had passed over the track," further testified the witness.

"When the train whistled at Westboro what were your men doing?"

"Levelling off the surface.."

"Why weren't they spiking that loose tie?"

"They just had time to get it in before the train passed."

SAW THE "SUN-KINK."

The witness testified he had seen a "sun-kink" a Deux Rivieres. It had developed when his men were lifting the rail.

"But you never saw a sun-kink in a rail that had not been interfered with?"

"No."

The witness testified that none of the section gang had been injured in the wreck, or had even had narrow escapes.

The only view the witness had as to the cause of the accident was that something might have dropped on the rail. The foreman of a gang working to the east of the accident, John Raymond, had told him there were marks along the ties afterwards for about fifteen or eighteen feet east of where the train had left the rails.

"Did you see a man named Jeffreys the morning after the wreck?"

"Yes."

"Did you tell him every second tie at the point of the accident was out?"

"No."

WALTER JEFFREYS.

"Walter Jeffreys" was then called and a young man took the witness stand.

"Is that the Mr. Jeffreys you were speaking to?" asked Crown Attorney Ritchie.

"No, it was Roadmaster Jeffreys I was talking to. I never saw this young man before," said Mr. Lyons.

"Didn't you talk to him on an electric car?"

"No, I didn't go into the city the night of the wreck."

HAD MET FOREMAN.

Mr. Jeffreys, however, was positive he had met Mr. Lyons who had told him. on an electric car on route to Britannia, that "every second tie was out and in the hot summer the rails were liable to expand and be dangerous for trains at any time. He told me he was foreman of the extra gang." The witness said he was an electrician and lived at McKellar.

Recalled, Mr. Lyon said he had not come into the city before Friday morning. He had returned on a Britannia car but could not remember talking to anyone about the wreck.

"I couldn't have said every second tie was out because we don't do that." said the witness. "I remember someone asking me about whether any sectionmen were killed and I told him there were none. No conversation took place and I am certain I didn't say those words about the ties."

The witness here refreshed his memory by calling a friend who stated he thought Lyon had gone into the city Friday morning but might possibly have also gone in the morning after the wreck.

"That doesn't satisfy me," said Mr. Wheeler. "No sir, it doesn't"

This broke the back of the coroner's patience and, summoning Wheeler to the front he told him in stern tones he would send him to the cells for the night for contempt unless he behaved himself like a gentleman. Wheeler was finally removed to a room adjoining the courtroom.

#### SECTIONMAN SWORN

Adam Beuzek, one of the members of the section gang, was sworn according to the fashion of his own country, which consists of affirming by the "Father, Son and Holy Ghost." He had been working on a tie near the accident with a boy. This tie, he said, through an interpreter, had not been spiked before the train arrived, but was in its place and tamped ready for spiking. This was the only one not spiked. The men knew the train was due. No rails had been lifted that day.

#### STRAIGHTENING TIES

Jan Gladysz, another section man testified that besides taking out old ties the men had been "straightening," them, that is restoring their ends to a straight line by removing the ballast. To do this it was necessary to unspike them He said the train had been approaching at a "God forbid" rate of speed and swaying very much from side to side."

"We watched the train come down the hill and we could see the roadbed was very bad," said the witness further. From four to six trains had passed this point that day but he had noticed this train because he expected to see some immigrants of his own race on it. '

He had almost expected from the way the train was swaying that something would happen, There had been an unusual quantity of dust.

The inquest then adjourned until Tuesday night.

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

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

#### *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.

## UNABLE TO DETERMINE CAUSE OF ACCIDENT

Jury Concluded Inquiry Into Recent Railway Wreck Near McKellar

"The cause of the said wreck being unknown to this jury," was the concluding clause in the verdict last night brought in by the jury which has been during the past two weeks inquiring into the death of John Peace, one of the victims of the wreck of the C.P.R.'s Imperial Limited near McKellar Townsite on June 25.

No startling evidence was given last night, the most important testimony being vouchsafed by John Raymond as to the ties east of the scene of the accident being so marked as to indicate that a brakebeam had dropped from the train on to the roadbed. The evidence of a number of members of the section gang which was working near the scene of the accident replacing ties was taken but they threw little new light on the occurrence. Crown Attorney Ritchie in charging the jury pointed out that the wreck might have been due to three causes, a defect in the train, in the roadbed or a "sunkink."

John Raymond of 43 Pinhey street, assistant section foreman of the C.P.R. was the first witness to give evidence.

He had arrived at the scene of the wreck fifteen minutes after its occurrence.

"I saw the ties were torn up east of the point where the first car left the rails. It was about six feet from where the first wheel dropped and cut the ties. It might have been caused by something dragging before the train went off or the sudden jar stopping the cars and breaking a brake-beam," said Raymond.

"Of which car was the brakebeam broken?" asked Mr. Ritchie.

"It was difficult to ascertain. Four cars were overturned and the brake-beams of all were broken."

"Were they new brakes or old?"

"They were all fresh ones."

## CAR WHEELS UNBROKEN.

There were no broken car wheels, said the witness but the bolt holding the tire to one wheel of the first car which went off was broken. It was on the front truck of the north side. The tire was still on the wheel, however.

Describing the appearance of the ties, which were marked east of where the accident occurred, the witness said they had the appearance of having been grooved by something which dropped from the train while it was in motion. These torn up ties had been right under the center of the sleeper of the wrecked train.

"Did you see the handcar the section men were using near the wreck?"

"No," said the witness but he testified to having seen a badly bent gauge near where the wreck occurred. He had reported this.

"I have been a section man since I was thirteen," said the witness.

He had examined the rails to see if they were in gauge and found them in perfect alignment both east and west of the accident.

## OPINION ON CASE.

"The only opinion I have of the cause of the accident is that it was something dropping, probably a brake-beam, which struck the ties," said Mr. Raymond. "This might have happened after the train was stopped however."

K. Smiegelski, a member of the section gang which was working on the track at the scene of the accident, was next summoned. He testified he had been "trimming" ties. Asked if he had noticed whether the train had approached the scene of the accident at high speed he said it had been traveling fairly fast and swaying.

The handcar the section men were using had not been injured in the wreck but a pick was broken, said the witness in reply to a query from Crown Attorney Ritchie. The cars of the train, he considered could not be very good to judge from the manner in which the train was swaying.

## STRAIGHTENING TIES.

J. Skrober, another section man, had been helping to straighten ties near where the wreck occurred. He had noticed the cars of the train swaying just before they reached the point where they went off. Other section-men who were examined corroborated this evidence.

## CHARGE TO JURY.

Crown Attorney Ritchie, in summing up, pointed out from the evidence heard it might be possible to form some conclusion, and there were several which the jury might be justified in coming to, he considered. C.P.R. experts had stated the accident was due to a sunkink. The engineer had testified there was no sunkink in the track as he approached it. This was explained by the railway experts by the theory that the sunkink had been set up after the engine had passed over it, but there had been no evidence to show that sunkinks ever occurred in this manner.

It had been shown that the roadbed must have been disturbed at the point of the accident from the removal and replacement of the ties. One theory, therefore, might be that the train had descended the grade to the scene of the accident swaying from side to side, and that on striking the loose roadbed had gone off the track. Still further evidence had been to the effect that something had dropped from the train on to the track, and it might be held that this had caused the wreck.

## THE VERDICT.

The jury then retired, and in about half-an-hour brought in the following verdict: "That John Peace came to his death on June 25, 1913, near McKellar townsite, township of Nepean, while a passenger on a C.P.R. train which was wrecked at that place; cause of the said wreck being unknown to this jury."

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

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

It is understood the route to be surveyed at the out set is from Ottawa to Almonte and 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.,

The Ottawa and St. Lawrence Electric Railway.

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

H. W. PEARSON.

Secretary.

Dated this 19th day of July, 1913..

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 Citizen**Morrisburg and Ottawa Electric*

CONTRACT IS AWARDED

Ottawa Concern Will Construct New Suburban Line.

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

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

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

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

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.

31/07/1913 *Morrisburg Leader**Kingston (CN)**Morrisburg*

Saturday morning a man who was stealing a ride on a wesrbound freight was imprisoned in a car while the engine was taking water here. The car in which he was riding had been sealed, and the conductor noticing the latch broken here nailed the car up. The man was discovered at when the train reached Brockville, where he was arrested but glad to get out of his stuffy quarters, the car being nearly filled with merchandise.

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.--

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

NOTICE.

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

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

Dated this 1st dav of August. A.D.. 1913.

F. IVESON.

Clerk of Municipality..

06/08/1913 *Montreal Gazette**Gananoque and Arnprior*

Vote Bonus to Railway

Brockville, Ont., August 5. (Special.) The township of Leeds and Lansdowne voted upon a by-law to give a bonus of \$15,000 to the Gananoque and Arnprior Railway. The by-law was carried by a majority of 141, the vote being 190 for, 49 against..

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

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

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.

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

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

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**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."

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 *Morrisburg Leader**Morrisburg and Ottawa Electric*

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

18/08/1913 *Ottawa Citizen**Prescott**Dows lake*

To Investigate Death

A jury empanelled by Coroner Dr. Baptie met at Rogers and Burney's morgue this morning at nine o'clock and viewed the remains of the late Marino Fortunato, who was killed in a handcar accident on Saturday night. The inquest was adjourned until Wednesday evening at 8 o'clock in the court room of the poice station.



## ITALIAN SECTION HAND DROWNED WHEN HANDCAR PLUNGES INTO RIDEAU CANAL

Swing Bridge at St. Louis Dam Was Open to Allow Boats Through, And Men Did Not See The Warning Lights Plainly. Six Fellow Workers Manage to Escape by Jumping Before it Crashes Over Brink.

An Italian, Marino Fortunato, a section man employed by the C. P. R. lost his life by drowning shortly after nine o'clock on Saturday night and six others narrowly escaped a similar fate by jumping to the ground in time, when the heavy handcar on which they were speeding was precipitated into the Rideau canal at St. Louis dam, while the swing bridge there was open to allow some boats through.

The seven men, all of whom were Italians in the employ of the C. P. R., had come down to the city on a hand car earlier in the evening to get some necessary supplies. The handcar which they were driving was a particularly heavy one and could be sent along at a good speed.

At a few minutes after nine o'clock the bridge tender, Mr. N. Lecasse, went out to the bridge in order to open it for a number of boats that were coming down the canal. He had opened the bridge and was closing it after the boats went through. He had the bridge half closed when he heard Mrs. Lecasse, his wife, shouting "Stop! Stop!" He immediately noticed the handcar coming at a high speed. He did not have time to close the bridge before the car had dashed into the water. One man was dragged down with it. The other six took warning in time from the shouts of Mrs. Lecasse and jumped to the ground to safety.

The distance from the spot where Mrs. Lecasse shouted to the men and the brink over which the car went is about fifty feet. Mrs. Lecasse noticed the car coming at a high speed and rushed out to the side of the track and called out as loud as she could. The men were busily engaged talking and evidently did not pay very much attention to Mrs. Lecasse until they noticed the bridge open. Then just one minute before the machine was to make its plunge a wild scream went up and the six men threw themselves to the ground on either side of the track. They were unhurt.

## MEN WERE CARELESS.

It is quite probable that the men were not looking ahead of them when they were approaching the bridge. As there was enough light to show them that the bridge was open. The red and green lamp on the bridge was lighted, but from a distance the men would not have easily discerned which color was facing them, as when the bridge is turned at an angle the green light is just as evident as the red, and as the track approaching the bridge takes a curve, it would not be hard to mistake the position of the two colors.

## MEN SAW ACCIDENT.

Joseph St. Pierre and Frank Farron, of Rochesterville, were both eyewitnesses to the fatal accident. They were fishing just beside the bridge on the south side of the canal. Telling his story of the affair to *The Citizen* on Saturday night St. Pierre said: "Both of us were fishing over there. We watched the bridge being opened to let a number of boats go through and the men were closing it when we heard Mrs. Lecasse, the bridge tenders wife, screeching. "Stop! Stop!" Of course, we then noticed what was going to happen. A handcar with a bunch of men was approaching at a high speed. I could hear the men talking. Then I saw the handcar with one man dash from the track into the water. I could hear the other men yelling, and I guess people in the city could hear them.

"They should have seen the red light as the bridge was only half closed. When they heard Mrs. Lecasse shouting it was too late, I guess, as they were then going too fast to stop. When they saw that the bridge was open, I think every man but the one on the brake jumped off.

St. Pierre and his friend Farron were the first men to think of rescuing the man. As soon as they were able to get into their boat they paddled out to the spot where the man went down with the handcar. When they first went in the handcar must have been upside down in the water, for they turned it over once and it then was on its wheels. They were of the opinion that the man was pinned under the heavy car and so were trying to release him. They were unsuccessful in their endeavors to find the body.

A search extending throughout the night failed to bring to the surface of the water the dead man's body until six o'clock yesterday morning when a couple of men with grappling irons, who were dragging for it for the last part of the night, located it. The victim could not swim and so had been only drowned and not pinned under the car, as was the general theory before the body was recovered. The handle of the car was only a foot under the water.

Fortunato was not married. He was twenty-two years of age. An inquest conducted by Or. Baptie is being held this morning at 9 o'clock at Rogers and Burney's undertaking parlors.

## HAND CAR PLUNGED INTO CANAL; WORKMAN DROWNS

Six Section Men Have Narrow Escape When C. P. R. Car Falls Into Canal at Bridge Near Dow's Lake.

Marino Fortunato, an Italian section man on the C.P.R. was drowned, and six others narrowly escaped when a heavy C.P.R. handcar plunged into the Rideau Canal at St. Louis Dam on Saturday night.

The swing bridge had been opened by Mr. N. Lecasse to allow a number of boats to pass through, and was closing the bridge again when his wife saw the section men coming and called a warning. The tender did not have time to close the bridge before the car dashed into the water dragging Fortunato with it. The other six men, jumped off.

Mrs. Lecasse said the men were talking and were not looking ahead of them. The red and green lamp on the bridge was lighted, but from a distance the men could not easily see what color was facing them.

Joseph St. Pierre and Frank Farron, of Rochesterville, were fishing beside the bridge and witnessed the accident. St. Pierre said the men were going too fast to stop and, only the man on the brake kept on the car. These two men launched a boat and tried to rescue the man, but his body was not recovered until 6 o'clock yesterday morning by a couple of men with grappling irons.

Fortunato was 23 years of age and not married.

## 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 a crossing at 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.

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.

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.

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 effected 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.

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.

FATAL RIDE WAS STOLEN

Handcar Fatality at Dows Lake is Investigated.

Accidental death by drowning was the verdict of Coroner Dr. Baptie's jury on the death of Fortunato Marino last Saturday evening in the canal at St. Louis dam, when a handcar plunged into the water while the bridge was open.

The evidence of the section foreman was to the effect that the men had no right on the handcar unless for work purposes. In spite of the testimony of the other six Italians on the handcar, who said the danger signals were not lit, yet according to Frank Ferron, who was fishing near there, the red lights were burning, facing the track.

## ITALIAN'S DEATH WAS PURELY ACCIDENTAL

Inquest Held in Case of Fortunato Marino, Who Was Drowned in Canal.

" We find that Fortunato Marino came to his death by drowning in the Rideau canal on Saturday evening about 9.30 at the C. P. R. swing bridge and we find that death was purely accidental and attach no blame to anyone."

Such was the verdict brought in by the coroner's jury under Foreman Nesbitt last night, after hearing the evidence regarding the death of Fortunato Marino, who was drowned after a C.P.R. handcar dashed into the canal with him while the bridge was open to allow boats to go through at St. Louis dam.

Everyone who knew anything at all of the affair appeared at the inquest last night and gave evidence.

Dr. Graham, of Ottawa South, who examined the body of the dead man when it was taken from the river. said that the man had been struck on the head, presumably by some hard substance in the water, but that he had met his death by drowning.

Although the six Italians who were on the handcar that carried Marino to his death all gave evidence contradictory to the bridge tender's statement that there were lights on the bridge at the time of the accident, other witnesses, including the assistant bridge tender, Joseph St. Pierre and Frank Ferron, who were fishing in the canal at the south side of the bridge, swore that the lights were showing on the bridge and that when it was open the red danger light was facing the track.

William Kilmury, who was in charge of the six men, and others who are working at the Chaudiere junction, said that the men had no right to take the handcar to the city after hours and that he was not aware that they had gone to town with it at the time they did. To his knowledge the men had never taken the handcar before and if they even asked his permission to use it without an order from the company he would not have let them have it, that is if they were not going out to work.

Coroner Dr. Baptie presided at the inquest.

## WORK ON CONSTRUCTION OF OTTAWA AND MORRISBURG ELECTRIC RY, COMMENCED

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

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

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

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

## J.G. KILT "BEHIND THE PLOUGH"

## FIRST SOD OF NEW RAILWAY

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

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

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

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

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

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

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

## 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.

The by-law voted on in the Township of South Crosby on Monday to grant a bonus of \$15,000to Gananoque and Arnprior Railway, was defeated by a majority of four. It also lacked about a dozen votes of having the necessary one-third of the qualified number of voters voting in favor of the by-law..

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.

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.

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.

GLOUCESTER TWP. COUNCIL

At its regfuliar meeting yesterday--

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

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 doubi 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.

Prescott Man Has Narrow Escape

Prescott, Sept 6. - The Edward street crossing at the Grand Trunk Railway at Prescott was the scene on Thursday of another serious accident , which only by a miracle did not prove fatal. When Mr. Abram Land, a well known Prescott citizen was crossing the track driving a young and spirited horse he did not notice the two trains coming in opposite directions.

He was watching one of the approaching trains, when the horse became unmanageable and threw him out of the buggy. The train coming in the other direction struck the buggy and demolished it and carried the horse until the harness became loose doing no considerable injury to the animal. Had not Mr. Lane been fortunate to have been thrown from the buggy he would undoubtedly have been killed outright. Outside of a serious cut on the head and bruises on his body he escaped further injury.

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 aimilar 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.

22/09/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric***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 ever it, so much the more for them." Among the property owners concerned are Messrs. Sibbitt, W. J. Browne, B. Slattery and V. V. Rogers.

23/09/1913 *Ottawa Journal**Carleton Place**Stittsville***Car Derailed**

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

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

Mr. Kilt Explains Statement Re Rideau Bridge.

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

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

25/09/1913 *Morrisburg Leader**Cornwall**Cornwall***Stormont and Glengarry Railway**

Cornwall, Sept 22 - C.L. Hervey, promoter of the new Stormont and Glengarry Railway; Mr. Mountain, engineer of the Railway Commission; General Superintendent Bowker, of the G.T.R., Montreal, Superintendent Coyle of Belleville and several engineers were in Cornwall looking over the proposed crossing of the new road over the G.T.R.

The Grand Trunk had an official here also looking over the country between the Ottawa and New York Railway track and the east end of Cornwall, and it is possible the G.T.R. may lay a track on Water street to take care of the mill traffic as well as that of the heavywares coming to other parties in the town.

The G.T.R. has been negotiating for running rights over the O. & N.Y. from Ottawa to Cornwall.

25/09/1913 *Morrisburg Leader**Kingston (CN)**Morrisburg*

On Wednesday night a Holstein bull, supposed to be the property of Mr. Robert Donnelly, was struck by a G.T.R. train at Farlinger's Crossing and instantly killed. The animal was found early Thursday morning alongside the tracks by the section men.

26/09/1913 *Morrisburg Leader**Carleton Place**McKellar***Many lives are lost in a wreck**

Immigrant train wrecked near Ottawa - heavy loss of life.

Ottawa, June 25, The C. P. R. Western Express train from Montreal to Winnipeg leaving here shortly before two o'clock heavily laden with immigrants, was derailed three miles west of Ottawa, with heavy loss of life. Up to 2 30 o'clock it is reported eight bodies have been taken from the wreckage.

Four cars shot down an embankment into the Ottawa River, and two coaches were wrecked on the track. The accident was caused by a spread rail. The dead were all found in two colonists cars, which were thrown into the river. So far as is known up to 2. 45, the dead number 8 and the injured 50. They were mostly Scottish immigrants on the way to the Canadian Northwest.

The arrival of the train with the doctors and nurses transformed every available spot into an impromptu hospital for the treatment of the injured. It was impossible to tell how many had been hurt in the wreck. Six coaches which suffered in the smash-up, and one report place the list of injured at fifty.

The work of getting the injured out of the two coaches wrecked on the track was a comparatively easy matter to the searching of the wreckage of the four cars which had plunged down the embankment, and which were almost completely submerged, twisted, broken masses of wood and steel. The wrecking crew which had been sent out to the scene worked manfully and the railway officials did everything in their power to make certain that any persons who remained alive in the wrecked coaches were rescued.

## NEW ROUTE SUGGESTED

Morrisburg and Ottawa Electric Railway Plans.

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

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

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

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.

02/10/1913 *Morrisburg Leader* *Kingston (CN)* *Prescott*

Running at high speed nearing Prescott on Monday afternoon, the International Limited for Montreal came to a stop by the breaking of one of the side rods of the engine. One side of the engine was stripped and a portion of the cab demolished. Both engineer and fireman escaped injury. The train was delayed until another engine was sent from Brockville.

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.

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.

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 switch 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. Oof 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*

*Morrisburg and Ottawa Electric*

MORRISBURG AND OTTAWA ELECTRIC

Annual Meeting Re-Elects Officers and Hears Progress Reports.

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

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

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

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

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

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

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 Stat ions.

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** *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.

**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.

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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.

**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 Hul 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* *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.

**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.



**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. Kowalthuk, a foreigner was instantly killed

The only mean of identification was a piece of paper found in the man's pocket with "B. Kowalthuk" 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

Mackensle'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 *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.

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 *Morrisburg Leader**Kingston (CN)**Morrisburg*

The first of the fifty engines of the Mikado type being turned out from the Montreal Locomotive Works for the Grand Trunk Railway went through here, west, on Sunday. It hauled a train of seventy cars easily

17/10/1913 *Ottawa Citizen**Morrisburg and Ottawa Electric***BOUGHT 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 *Morrisburg Leader**Ottawa and St. Lawrence Electric*

More About the Ottawa and St. Lawrence Railway

(Ottawa valley Journal)

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

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.

23/10/1913 *Morrisburg Leader**Cornwall**Cornwall*

Counties Council Meeting

The committee had received a letter from C.L. Hervey, C.E. promoter of the proposed Glengarry & Stormont Railway asking for a cash bonus of \$30,000 in exchange for stock, to be transferred only after the railway is in operation and asking that same be submitted to ratepayers. As the proper steps as laid down by the Municipal Act have not been complied with the committee recommended that nothing be done until the matter is approached in the proper way and petitions signed by 50 ratepayers from each municipality in those counties are presented to council.

Messrs Merkley and Cooper moved that the report be referred to the committee of the whole.

Mr. McLeod in the chair.

The report was adopted in committee and also in Council without amendment.

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 cost 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.

## SUBURBAN ENTRANCE

Route for Morrisburg and Ottawa Electric Into City.

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

The other route suggested is to turn west at Henderson's corners, running along the concession the C. N. R. townsite of Rideau, and then north up Fisher avenue to the city limits at Holland avenue. This is through splendid district also, and consequently it is hard to decide which to take. This has been very unfavorable weather for construction. There has been only one day in every five or six that work could be carried on on account of the rain. When it is considered that the contractors lose about \$100 a day at least for every day it rains, rainy weather does not particularly appeal to them.

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

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

**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.

**27/11/1913** *Morrisburg Leader* *Kingston (CN)* *Aultsville*

When pulling out of Aultsville last Saturday afternoon the engine hauling the afternoon express (No 6) became disabled by the breaking of both side rods which stripped the mechanism besides demolishing a portion of the cab. The engine of a freight train following the express hauled the latter back here and then took it on to Montreal, using the westbound main line to Wales, owing to the other track being blocked by the stranded engine, which could not be moved until fitters had disconnected her.

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.

05/12/1913 *Kingston Daily British Whi Westport*

#### Tidings From Elgin

Elgin Station, on the B.W.N., has been changed to Philipsville to save confusion with Elgin Station on the C.N.R.

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.

18/12/1913 *Morrisburg Leader*

*Cornwall*

Cornwall will on January 11 vote on a bylaw to grant a bonus of \$5,000 to the Glengarry and Stormont Railway Company to aid in the construction of a road from St. Polycarpe, Que., on the C.P.R. to Cornwall.

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.

MORRISBURO AND OTTAWA ELECTRIC.  
Shareholders Being Sued by the Company

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

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

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

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

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

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

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

...

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 *Morrisburg Leader**Morrisburg and Ottawa Electric**Morrisburg*

Morrisburg & Ottawa Electric Railway

Editor The Leader

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

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

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

I remain, yours respectfully.

J.G. Kilt

President M. & O. El. Rly.

Ottawa, Dec. 23, 1913

25/12/1913 *Morrisburg Leader**Kingston (CN)**Morrisburg*

Driving into town last Friday evening on the Gravel Road, disaster came to Neil Hunter. A freight train was standing on the track and some flat cars in the train lay directly at the crossing. Not noticing the low cars, Hunter drove his horse with considerable speed right into a car, with the result that the horse was killed and the rig smashed. Mr. Cunningham, who was driving close behind Mr. Hubter, also met with a mishap, his horse getting mixed up in Hunter's rig and sustaining considerable bruises.

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.