

Local Railway Items from Area Papers - 1915

08/01/1915 Eastern Ontario Review Montreal and Ottawa McAlpine

Just how the Canadian Pacific Railway company tried to close the station at McAlpine and how it proved a slip makes for interesting reading. The company came to the conclusion that the business being done at McAlpine between \$4,000 and \$5,000 a year would of necessity have to be done at either Vankleek Hill (or rather " Vankleek" in an effort to evade the law) on McAlpine and the Company would save the expense of a regular agent at McAlpine.

A nicely worded letter was sent by Mr Spencer to the Reeve of Caledonia asking him to "kindly sign the enclosed."

The enclosed was a statement that as Reeve Caledonia he was quite willing that the Station should be closed during the hard times and that the company would re-open it "as soon as business would warrant."

Reeve Bradley smiled and said he did not think he would care to sign just at present.

The matter came before the corporation of Caledonia and Mr. Bradley was instructed not to sign such a paper under any circumstances.

The council was quite indignant that the slick audacity of the company in asking the Reeve of the council to vote to inconvenience the entire Township.

The reason for the request is that the company could not close the station without the sanction of the officials of the Township.

As a result the McAlpine station is not closed but is doing business as usual with a regular agent in charge.

It is amusing how big corporations like the Canadian Pacific Railway Company will try to get things to their to suit themselves no matter what officials suffer or how the public may be inconvenienced.

In this instance the common people have won out.

08/01/1915 Eastern Ontario Review Montreal and Ottawa Plantagenet

Fournier. Many are busily hauling pressed hay to the C.P.R. station to be shipped to market.

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

News From Athens

Athens Jan 9.- Last Thursday evening in the town hall, a meeting was held in the interests of the Ottawa and St. Lawrence Electric Railway.

Several excellent musical numbers were given and many ladies were in attendance.

19/01/1915 Ottawa Citizen Kingston (CN) Coteau

Collision at Coteau

MONTREAL Jan 19. Fireman H. Stockley and Conductor S. Deruchie, Turcot, were slightly injured when a freight train ran into the rear of another freight train on the Grand Trunk Railway at Coteau Junction this morning.

21/01/1915 Kemptville Weekly Advance Alexandria Maxville

GETS DAMAGES FROM GRAND TRUNK RAILWAY

John Hamel of Cornwall Ont, Award ed Thousand Dollars Compensation

Cornwall, January 14 : The winter sitting of the high court .before Justice Lennox was concluded this morning by an action brought by John A. Hamel against the Grand Trunk Railway for injuries sustained by the plaintiff while assisting in loading cattle at Maxville in October. An engine shunted against a car in which he was working; instead of on another track, causing serious injury to Hame.

A verdict was returned against the railway, company and damages -asssed at \$1,000.

22/01/1915 Eastern Ontario Review Alexandria Maxville

The winter sitting of the High Court before Justice Lennox was concluded Thursday by an action brought by John A. Hamel against the Grand Trunk Railway for injuries sustained by the plaintiff while assisting in loading cattle at Maxville in October. An engine shunted against a car in which he was working, instead of on another track, causing serious injury to Hamel.

A verdict was returned against the railway company and damages assessed at \$1,000.

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

NEW ELECTRIC ROAD.

Perth to Smith's Falls Line To Be Built

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

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

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

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

29/01/1915 Eastern Ontario Review Montreal and Ottawa Pendleton

Pendleton. An up-to-date gas lighting system has been installed at the C.P.R. Station.

03/02/1915 Ottawa Journal Ottawa Terminal Central Depot

The report is still persistent that the C.P.R. is endeavouring to obtain further accommodation at the Central Station and use it as a terminal for several of the trains now running from the Union Station. However, C.P.R. officials in Ottawa today declared that they knew nothing of such project. One railway man stated that while C.P.R. would probably be glad to obtain facilities for more trains at the Central Station, it would hardly be possible for it to do so, as the accommodation was already taxed almost to capacity with all the G.T.R., C.N.R, O. and N.Y., and eight C.P.R. trains daily.

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

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

Brockville, Ont., Feb 7 - A Brockville Grand Trunk Railway brakeman named W. Saundercook met his death last night on the line at Coteau. The train upon which he was working was pulling away freight from the junction when Saundercook was missed, and a search revealed his mangled remains alongside the track. The supposition is that he slipped and fell from the top of a car.

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

NEW INTER-URBAN LINE
Ottawa-Brockville Scheme 13 Being Pressed
(Special to The Gazette.)

Brockville, Ont, March 5. W. L. Brown of London, Eng., is in Brockville arranging for a public meeting in the interests of the promotion of the proposed Ottawa & St Lawrence Electric Railway.
The route planned is a belt line starting at Ottawa, running south to Morrisburg, then westerly along the river front through Brockville to Rockport; north, from Mallorytown Landing through Mallorytown, Caintown, Charleston, Toledo, Smith's Falls, Lanark, Almonte and Carleton Place, completing the circle at the Capital. Work was started on the enterprise in September last and about thirty miles of the route have been graded between Russell and Metcalfe.
Considerable interest has been awakened in the project, English capitalists having already subscribed in stock to the amount of \$1,500,000. The Brockville gathering is expected to be addressed by Wm. Gray, M.P., London, president of the company, and J. Morden. of Toronto. A number of meetings have been held already in the towns and villages along the proposed route..

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

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

11/03/1915 Ottawa Journal Ottawa Electric Britannia

Some stations on the Britannia line are not much use as shelters.
About 5,000 people live in the different villages and hamlets lying between the western limits of the city and Britannia. The majority of these people are wage earners and have to come to the city to earn their daily bread. A few may have their motor cars or horses and carriages, but the greater percentage have to use the cars of the Ottawa Electric Railway Company. These people are compelled to come into the city in all weathers and invariably this line has a heavy traffic. The distance is about five miles and scattered over this distance are some twelve stopping places and seven small buildings called stations. The intention of those who erected them probably was to provide shelter for passengers waiting for the cars in bad weather. A general inspection proves to one that while the majority of them might shade one on a hot day they are practically useless in rainy or cold weather. The five are situated at Holland avenue, Westboro, Clarella Park, McKellar Townsite, Richardson avenue, Britannia Highlands and Britannia village.

The only two which provide anything like comfort are at Holland avenue and Britannia village. The former being at a divisional point of junction where a portion of the traffic is transferred from one car to another during winter, and sometimes in summer, is said to be altogether too small for the purpose intended. The other serves very well in the winter, but is locked in the summer, and therefore is useless at that time of year.

Holland Avenue

A Journal representative went over the line yesterday and to his mind the stations on the whole are totally insufficient to accommodate the public which daily uses the road. At Holland avenue one finds a small brick building about 15x20 feet into which 50 people might crowd. As it is at a junction, should the unavoidable delay of several cars cause a large number of people to stand there on a bad day, some of them would likely have to stay outside. It has a brown tile floor and a wall seat running around two sides of the room. The walls up as far as one can reach are overlaid with white tiles. A small clock decorates the wall and an old fashioned telephone also hangs on the wall. Were it twice the size it would be a very good station of its kind.

A Disgrace.

"This station is a disgrace," said one resident of the village of Westboro to The Journal. He was, however, inclined to blame the boys for the disfiguration of the building, and was glad a constable had been appointed to keep them from congregating there in the evenings.
The station itself is a small frame structure of a dog kennel type, merely a hood over a small platform, about 6x12 feet. One might find some shelter there if the wind was blowing from the north, east or west, but when a driving wind from the south (the side next to the track) was blowing, it would be no protection whatever, as the rain would "drift" into the building. There are two openings at each end, ostensibly for windows, but the glass and sash have long ago disappeared. The floor is very dirty and even on a cold day there was a very unpleasant smell. Some of the boards are broken and the place has a generally uninviting appearance.

Chinese Pagoda

Although not finished and apparently only in course of erection is the station at Clarella Park. It slightly resembles a Chinese pagoda, and although very small, this was the only fault that one could find with it. Apparently its building was stopped with the advent of cold weather.

McKellar Townsite

A small frame building, covered on three sides, the end open, does duty for a station at McKellar Townsite. It is plain and rude and the painter, when he decided to "daub" the outside, used the liquid very sparingly. A rude bench-like seat was placed around the walls and the floor was comparatively clean.

Wayside stations

In many of the rural communities of this country, especially in the cheese producing districts, the farmers, have placed milk stands or covers in which to stand a milk can until a driver passing calls to take it to the cheese factory. Such stands are not unlike the structure which the Ottawa Electric Company have reared on their line at what is known as "Richardson's Crossing". It is a square, or nearly square, box painted white with a tar roof. When the Journal man dropped in for a minute he was told by a person there that it simply seemed like a shelter and that was all. Fortunately it had a door and a window in the door, but two panes of glass were broken. A notice was posted up inside "please observe cleanliness, etc."

A house without windows or doors is not very comfortable except in summer. Such is the state of the little rectangular box known as the station at Britannia Highlands. A judge's stand at a race course would be a palace compared to it.

Two doorways without doors are directly opposite and two square openings serve as windows as far as light is concerned, but do not keep out the cold or the rain. A proof of this was the remains of a miniature snow bank which is slowly melting away.

The station at Britannia village, like its sister at Holland avenue, is a brick structure, and it is the cleanest of them all. Its tile floor was without a spot, and its walls were clean. "No one could censure the Ottawa Electric Railway here," said the reporter to himself, but he soon found out his mistake. Making inquiries among the residents he was told that this station (the best on the line) was kept locked from the first of May until November. 1. Why and wherefore the residents did not know, but they said that if it were not for the two grocery stores, kept by Messrs. Nesbitt and Cummings, passengers would often have to stand out in the rain until a car came. But in justice to the station itself it might be said that it had a very wide cornice, and if people backed up against the walls they might escape the dropping from the eaves.

At the terminus of the line, as it is well known, the company have a very adequate covered platform.

Brockville, Ont., Feb 7 - A Brockville Grand Trunk Railway brakeman named W. Saundercook met his death last night on the line at Coteau. The train upon which he was working was pulling away freight from the junction when Saundercook was missed, and a search revealed his mangled remains alongside the track. The supposition is that he slipped and fell from the top of a car.

CPR the law unto itself

The Canadian Pacific Railway company has decided to close the passenger and express business at McAlpine station.

The company has decided to do so in spite of the township of Caledonia and the township Council.

The Railway Commission refused to permit the company to close without the sanction of the council.

This the council unanimously refused to give by resolution and letter to the company.

Notwithstanding this the agent has been removed and the station as such has been closed.

Just what representation the company made to the Railway Commission is not yet known but the action is just in keeping with the general policy of the CPR in this district.

This time they have stirred up a real live hornet's nest and the actions of the company will be fought out to the bitter end.

Counsel has been engaged and a special meeting of the township Council will be called as well as a meeting of the rate payers.

Every man who has been getting freight or Express at McAlpine station will be canvassed and urged to transfer all his business to the GTR at Vankleek Hill.

The people of Caledonia mean fight in this matter and Mr. H.B.f Spencer divisional Superintendent may find there are more things than one to be considered in the matter of closing stations and "letting the public be damned."

Passenger trains first began to run regularly between Smiths Falls and Perth on February 17th 1859, The main line between Brockville and Almonte was opened on August 22nd of the same year. The section from Carleton Place to Ottawa was not completed until September 20th 1870. Between the date of the first train running from Smiths Falls to Perth and the opening of the thorough line to Toronto on the 11th day of August, 1884, twenty-five years elapsed. Smiths Falls Record.

Hull city council to meet with Mr. W.R. Baker, General Manager of Hull Electric regarding:

- the extension of the Chelsea road tracks from their present stopping place at the toll gate to the Mountain Road.

- A ten minute service daily on all lines operated by the company in Hull.

- The inauguration of a schedule providing workmen's tickets at the rate of 8 for 25 cents between the hours of 5.30 to 8 o'clock in the morning and 5 to 6 o'clock in the evening.

- The last car to Aylmer to leave the Ottawa subway at 1 a.m. instead of midnight, as at present.

- The company to agree to bear some portion of the cost of the construction of a new bridge over the Gatineau River at Gatineau Point, upon the consideration that the bridge be constructed to allow of the passage of street cars over it.

The first through passenger train to reach Cornwall from Montreal over the Glengarry and Stormont Railway arrived about 1.30 p.m. Saturday. On board were the following officials from the CPR: Messrs. George Hodge, general superintendent; Wm Stitt, general passenger agent; A.C. Mackenzie, engineer, maintenance of way; L.M. Mactavish, traveling freight agent; J.R. Gilliland, Smiths Falls, district superintendent; O. Kirkland, roadmaster; M. Malloy, bridge and building master; T.B. Ballantyne, resident engineer; C.L. Hervey, A.A. Mellor and D.A. O'Meara, of the Glengarry Construction Company, builders of the road.

The party was met at the depot by His Worship mayor Stiles, members of Cornwall Town Council and prominent citizens. The officials expressed themselves as highly pleased with the road and depots from St. Polycarpe to Cornwall and particularly with the Cornwall Depot which they described as one of the best ever erected on a new road. A stop was made at each station on the way west and considering this fact the train made good time having left Montreal at 10 a.m.

Mr. Hodge the general superintendent stated that as soon as the frost was out of the ground the work of ballasting the road would be proceeded with and rushed to completion as well as other necessary works attended to, and he expected a through passenger service between Montreal and Cornwall would be inaugurated during the month of May.

The visitors were taken for a drive through Cornwall being accompanied by Mayor Stiles visiting several industrial establishments. They were greatly impressed with the outlook locally.

The C.P.R. Company has granted \$250 towards repairs to the roadway between the Town of Vankleek Hill and the C.P.R. station. This road has been in a disgraceful condition for years. Reeve McCann says the road will be fixed properly this time.

All the oldlogs will be taken out and a proper road bed made before the gravel, now on the ground, is spread. This permanent road will be extended right through to the Lochiel Boundary.

About McAlpine Station

The CPR officials are beginning to squim over the changes at the Station at McAlpine.

Mr. H.B. Spencer superintendent officially visited McAlpine this week to look into things. He found several things worth looking into.

First the company closed its express business at the station and shut out the milk shippers. Now prepaid freight and express are being received there and milk tickets are being issued again.

The superintendent even talks of putting in a better siding and a shipping platform for cattle and horses.

This station was closed in spite of the strenuous opposition of the Council of Caledonia and in face of a unanimous resolution of the council opposing such a move.

Caledonia people want McAlpine station opened and they want even better and more accommodation than they had there before the change was made.

The council intends to find out just what representations were made to the Railway Commission in order to get the Order passed permitting the company to make the change.

This Township was given no opportunity to file its protests.

A general canvas to have all shippers of goods at McAlpine and those receiving freight at the station transfer their business to the GTR at Vankleek Hill station is on the way. The people of Caledonia mean business and will fight the CPR at every possible angle in the matter.

Already shipments that formally went out from McAlpine station are being delivered at the GTR at Vankleek Hill.

If the people hope to win out against the company they must set together and it will not be long before they will get just what they want.

Business and the dollars that go with it count and that appears to be the only argument listened to by the Company.

OTTAWA AND ST. LAWRENCE ELECTRIC RAILWAY
From Toronto Saturday Night

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In spite of denials made at the head railway offices in Montreal of the rumors that the C.P.R. is going to abandon the Broad Street Station and run all its trains to and from the Central Station. The Journal is informed on reliable authority that negotiations between the two companies are now nearing completion, and that it is not unlikely that an arrangement will be reached in the course of a couple of weeks.

The plans provide for the abandoning of the Broad Street Station entirely for passenger traffic. The station buildings would be torn down, the yards being used for freight only.

Not long ago the C.P.R. bought some land on Nicholas street, and The Journal learns that if the negotiations with the G.T.R. are brought to a successful termination, work will be commenced without delay on tearing down the buildings now on the Nicholas street property, grading it and building a retaining wall along the embankment. Yards will then be laid out on the property, and \$100,000 will be spent on the work. As previously intimated, the trans-continental trains would not run through Hull, but would back out of Central station and use the Parry Sound branch of the G.T.R. for a short distance in order to connect with the C.P.R. main line west of the city. The Gatineau trains would run in over the Alexandra Bridge, giving the summer residents of the Gatineau district a service that they have long been agitating for. The Prescott trains would run into the Central station by way of Chaudiere Junction.

Considerable variation in the running time of some of the trains will have to be made in order to supply accommodation for extra trains. However, it is claimed that there is plenty of trackage accommodation at the station for all with a rearrangement of timetables, and the station itself has ample conveniences for much heavier passenger traffic than it now handles.

06/04/1915 *Ottawa Citizen**Morrisburg and Ottawa Electric*

WANT RADIAL LINE TO THE BORDER TOWN

Those Interested to Confer With Sir Adam Beck.

Representatives of some of the municipalities between Ottawa and Morrisburg, with Mr. J. L. Garland, president of the Ottawa Board of Trade, are discussing this afternoon in the board of trade rooms, with Sir Adam Beck, chairman of the Ontario Hydro-Electric and Radial Railway Commission, whether a radial railway between Ottawa and Prescott could be constructed by the commission.

At present a company known as the Morrisburg and Ottawa Electric Railway has a charter to construct the road between here and the border town, but as the prospects for its early completion by the company do not seem very favorable the authorities of the municipalities through which the line would pass are anxious to have better transportation facilities, hence their desire to take advantage, if possible, of the benefits of the government radial railway policy.

It is understood that if sufficiently encouraging support were received from the ratepayers in the different townships which would benefit by the project the commission would not lose time in undertaking the construction of the road. There is no lack of enthusiasm on the part of the farmers, and this afternoon one deputation from Gloucester township, headed by Mr. H. B. Billings, will meet Sir Adam Beck in the board of trade room, Elgin street, and talk the proposal over with him. j.

07/04/1915 *Ottawa Citizen**Morrisburg and Ottawa Electric*

MAKE PREPARATIONS TO RESUME WORK

Morrisburg and Ottawa Railway Construction.

President J. Q. Kilt of the Morrisburg and Ottawa Electric Railway, stated last night that the company is making preparations for resumption of work on the line as soon as the ground is ready. "The financial arrangements are in good shape," said Mr. Kilt, "and we expect judgment within the next few weeks against delinquent shareholders from which \$65,000 now outstanding will come in. I expect operations will begin about May and that by next fall we shall have cars running as far as Metcalfe and perhaps Chesterville.

12/04/1915 *Ottawa Journal**Ottawa Electric*

Accident to car 609.

15/04/1915 *Chesterville Record**New York Central**Cornwall*

It is reported that the Ottawa and New York railway are favorable to making some changes on their railway bridge at Cornwall by which automobiles could cross over the bridge. This would greatly increase the tourist traffic between the United States and Canada.

20/04/1915 *Ottawa Journal**Ottawa Terminal**Ottawa, Broad Street*

It is rumored that the arrangement which has been talked of for some time whereby the C.P.R. will abandon the Broad street depot for passenger traffic and run all its passenger trains into the Grand Trunk Central Station will become effective on June 1 next. No confirmation can be secured to this report at the local offices of the railways as all the negotiations have been carried on through the head offices in Montreal.

21/04/1915 *Lanark Era**Ottawa and St. Lawrence Electric*

Farmers Sorely Swindled.

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

23/04/1915 *Eastern Ontario Review**L'Original**Rockland*

Rockland. A young man was brought here Wednesday with some bad gashes in his head caused by being hit by a chain rope that broke while working to clear the wreckage on the C.N.R. at Rivington Station, a short piece above Cumberland. His wounds were dressed by Dr. Wm. Darby, some fifteen stitches were required. He left this morning by C.N.R. for his home in Joliette.

23/04/1915 *Renfrew Mercury**Beachburg**Pembroke*

The building of the C.N.R. bridge across the Muskrat at Pembroke has been completed and the steel laid so that the entire line is now linked up between North Bay and Ottawa and only the ballasting remains to get the road in readiness for operation. The Observer says that nearly all of the ballasting has been done between Pembroke and North Bay and the "lift" gang will put on the finishing touches this spring. Work on the completion of the line is now starting in earnest and there seems no doubt that a regular passenger service between North Bay and Ottawa will be established this summer. Trains are passing up and down from Pembroke west now.

MORRISBURG RADIAL LINE

Hydro Engineer Explains Means of Procedure to Winchester Gathering.

(Special to The Citizen.)

WINCHESTER. April 15. A radial railway constructed, operated and owned by the people, running from Ottawa to Morrisburg through a section of country that is badly in need of an avenue of transportation to and from the Capital is the vision of practically all the residents of the townships on the proposed route of this railway.

It is a vision which promises to be realized. A forward step towards the realization was made yesterday when representatives of the various municipalities directly interested met in the town hall here and decided to lose no time in petitioning the Ontario Hydro Electric and Radial Railway commission to send its engineers to look into the proposition, make the surveys, prepare statistics and so on with a view to determining whether or not the undertaking would be profitable.

Mr. E. G. Hewson, one of the hydro commission engineers, attended the meeting and explained the procedure necessary to have the survey made. He said that each municipality interested should pass a resolution through its council asking the commission to look into the project and prepare a report. Each council should name two of its members to act on a central or united committee. On receipt of the resolutions engineers would be sent without delay, who would conduct their work in collaboration with the central committee.

CARRY OUT SUGGESTIONS.

The meeting, which was very largely attended by residents from the surrounding districts; decided to lose no time in carrying the formal procedure outlined by Mr. Hewson.

Representative of the different municipalities pledged themselves to see that delegates to the central committee are appointed without any loss of time.

Mr. Hewson made it clear that should it be found that a radial railway from Ottawa to Morrisburg would pay the commission would undertake to construct it after the people in the townships vote favorably on the necessary debentures.

Messrs. Charles Hopewell, J. Moffatt Ross and Frank Jarman attended the meeting as representatives of the Ottawa board of trade. Mr. Hopewell said that the people of Ottawa are very much interested in the project and anxious to see it undertaken and completed. Mr. O. D. Casselman, of Chesterville, was chairman.

23/04/1915 *Ottawa Citizen**Renfrew**Eganville***Eganville Station Burned.**

EGANVILLE, Ont., April 23. As Mr. J. P. Smith, agent at the Grand Trunk Railway station here, sat in his office about eight o'clock last night he heard a crackling sound coming from the freight shed that adjoined the office. He opened the door and found big flames sweeping through the place. His wife was out on the station platform; upstairs was their invalid son. Smith hurried upstairs to the rooms above the station building where they lived, to get their boy, who was lying helpless on his bed. He got him out to a place of safety and a few minutes later the shed and station buildings, which were built of wood, were a mass of flames. All the freight in the shed, of which there was a considerable quantity, was destroyed, as was everything else in the building, including \$50 in cash in the till, all the company's papers, and the Smiths' furniture.

The loss will total about \$6,000 covered by insurance. Just what caused the fire is not known.

30/04/1915 *Morrisburg Leader**Winchester**Chesterville*

After the midnight C.P.R. express from Montreal left Chesterville one night last week the body of a man was found on the track at the station cut in two. The head and shoulders were between the rails and the rest of the body outside the rails. He was a stranger and no one knows how he came to his death. An inquest was held to see if any information could be got concerning the man or his friends but little could be learned and an adjournment was made. No hat was found near the body and that might be taken as an indication he was a passenger on the train and had fallen off.

30/04/1915 *Eganville Leader**Renfrew**Eganville***G. T. R. Station Burned**

Another Thursday night fire occurred in this locality last week when the G.T.R. station and freight shed were consumed. The origin of the fire is unknown but it is surmised that a cigar or cigarette stub thrown carelessly under the station platform started a blaze which crept under the freight shed and unobserved consumed its way to the interior. There it was first discovered and it had reached such proportions that the whole building was beyond hope of saving. Mr. Smith, agent, had barely time to rescue the members of his family. A few pieces of furniture were taken out, but the office papers and fixtures with fifty dollars in money and all the tickets were given as prey to the flames.

The Eganville fire brigade responded to a call but as the fire was confined to the one structure their services were not necessary. The loss is estimated at over \$2,500.

A passenger car on a siding is serving Mr. Smith as an office and travellers with waiting accommodation. Officials of the company visited the scene on Wednesday. A new station will be erected as soon as possible.

30/04/1915 *Renfrew Mercury**Renfrew**Eganville*

Fire completely destroyed the station and freight sheds on the G.T.R. at Eganville on Thursday evening of last week. The flames had got a big start before they were noticed and the agent J.P. Smith had to rush into the building, at considerable risk, to rescue his invalid son who was in the family living apartments above the station. The total loss was about \$4,000 covered by insurance. The blaze started in the freight shed, it is believed from a cigarette butt, carelessly thrown down there earlier in the day. When the agent opened the door a big volume of flames poured out. He rushed into the station and this was already on fire. The flames had got such a start that he was unable to save anything of value. The papers and about \$60 in cash in the till was destroyed. The fire occurred about six o'clock in the evening. Mrs. Smith was out at the time, and the young son had a narrow escape from being burnt. Although a volunteer brigade fought valiantly to save the buildings they were completely destroyed.

Get value for every dollar

J. G. Kilt replies to criticism of Morrisburg and Ottawa Railway company.

Though over 200 shareholders in the Morrisburg and Ottawa Electric Railway company express the fear at a meeting in Clarey's hall on Saturday afternoon (1/5) that there is little hope for ever receiving any return for the money they have paid out for stock, Mr J. G. Kilt, the president, told a reporter of the Citizen that they will get a dollar's value for every dollar they have paid to the company.

"The contract for the construction of the Railway has been let," he said.

"To whom?" asked the reporter.

"To the Morrisburg and Ottawa Construction Company, Ltd., of which George W. Mumford, New York, is presiden; Walter G. A. Hemming, Montreal, is Vice President, and Frank Harvey Field, New York, secretary-treasurer. The company is supposed to begin work on May 15th, but will no doubt to be delayed by the stand the unpaid shareholders are taking. The members of this company would likely take more drastic action to get the money paid up then we have taken."

Mr. Kilt stated that the bonds of the construction company have been sold. The trunk or main line of the railway will be 52 miles long and the branch or belt line's covers 23 miles according to the plans. The estimated cost is \$30,000 per mile. At this estimate it will cost \$2,220,000 to construct the road.

Shares of Widows.

The reply of Mr. Kilt to the statements made at the shareholders meeting on Saturday was contained in a prepared documents given to the newspapers today, "I am told that among those who took a prominent part at the meeting with ex-directors would be directors in whom the shareholders had lost confidence," stated Mr. Kilt. "The total amount of subscriptions on the company's books from widow's is less than \$2,000 most of whom have become bereaved since their husband signed the stock subscription. Moreover, over 50% of these subscriptions are fully paid up and consequently they have no further liability."

Mr. Kilt explains that it was Mr J. Oliver, former president of the company, who induced him to subscribe for seven shares and it was Mr. Oliver who moved that he, Mr. Kilt, be elected president. The Cauchon and Haycock report was made in 1911 and Mr Oliver did not retire from the presidency until October, 1912, and continued as director until 1913.

"Mr. Cauchon, Mr. McIntosh, Mr. Von Sydown and Mr. Malone, four eminently well-qualified engineers, have reported on the territory through which we run, in view of the reports it is absolutely silly for any person to say that a line will not be a profitable investment. When the Hydro-Electric engineer's report, I have no doubt they will confirm the good and favorable reports made by our own engineers."

Shareholders hold indignation meeting

Stockholders in Morrisburg and Ottawa Railway angry with management.

A state of general dissatisfaction and uncertainty exists among the shareholders of the Morrisburg and Ottawa Electric Railway.

On Saturday afternoon (1/5) over 200 shareholders met at the Clary hole.

Dissatisfaction for the present management of which Mr J. G. Kilt, is president, and Mr. G. Bishop secretary, was expressed.

It was decided among the shareholders that the decision of Judge O'Reilly, of Cornwall, should be appealed, and a committee was appointed to look into the matter. Another meeting of shareholders will be held on Tuesday afternoon. (4/5)

The decision of Judge O'Reilly was to the effect that the calls of the company for the payment of the balances due on the stock would have to be paid by the shareholders.

The costs of the appeal of the judge's decision will be paid jointly by the shareholders who are opposed to the present board of management.

The shareholders who have not met their calls and whose stock is not paid up to date, are was off, it was claimed, by some, than those who have their stock fully paid up, and are in good standing according to the records of the company.

Mr. M. G. Powell, of Order and Powell, held that under the Railway Act a shareholder who has not fully paid up his shares and is not in good standing cannot have a voice in the management of the company.

Much Stuck Unpaid.

During the meeting it was brought out that \$75,000 had been paid up on the stock and that there still remained \$60,000 unpaid. Of the total amount collected, it was stated that only about \$10,000 had been spent on the road for grading at two different points.

Some of the grading was done near Metcalf and Winchester. It was claimed that the balance of the money paid into the company had been spent on the maintenance of an office in the Canada Life Building and on salaries.

It was stated that the charter of the company would expire in about eighteen months. The next annual meeting of the Morrisburg and Ottawa road will be held in February 1916.

"I want to know if the majority of the shareholders can force the directors to hold a general meeting and wind up the affairs of the company," said Mr. Laverdure.

Mr. Bradley mentioned that he had carefully gone over the judgement of Judge O'Reilly, and had come to the conclusion that those who has not paid the calls of the company could not hope to successfully defend the sanctions that would be brought against them by the company for payment. Secretary present.

Mr. R. Bishop, Secretary of the company put in an appearance, but it did anything but pour oil on the troubled waters. Some of the shareholders were in favor of giving him a hearing but the indignation of others overcame this, and angry remarks followed during which Mr Bishop Illegible

laid before the directors, and said that the proposal of people of Winchester and district, to have a radial line built by the Hydro-Electric Commission had made matters worse for the Morrisburg and Ottawa interests.

"My advice to the shareholders is to put out the directors and wind up the company," said ex-controller Clarey.

Mr. C.F. Stacy, who holds about \$600 worth of stock, said that he could not sell it for \$50. "Anyone knows we could not get assistance from the provincial government to build the road. It is not a railroad, it is only a prospectus and it is fading away," said Mr Stacy.

Mr. F. M. Draper was optimistic as to the chances of appealing the decision of Judge O'Reilly and he strongly that the decision be appealed.

Mr. Donald Fraser presided at the meeting on Saturday and Mr. Zeb Ketchum acted as secretary.

WRITS ISSUED AGAINST SEVEN SHAREHOLDERS

Morrisburg and Ottawa Electric Railway Company Sues For Balance Due on Shares.

Seven writs, amounting to \$2,586.99. against shareholders of ths Morrisburg and Ottawa Electric Railway, Limited, wars filed at the court house this morning, and The Journal has been informed that probably 50 or 60 mors writs against shareholders who have not fully paid up their shares will be Issued in ths very near future.

The share holders against whom ths writs were filed this morning are: Hugh Carson, Zeb Ketchum, O. E. Kingsbury, J. B. C. Pageau, W. Cochrane, F. A. Wilson and James Hill. The writs were filed by Mr. O. D. Kelly of the legal firm of Ewart, Scott MacLaren and Kelly acting on be half of tba railway company.

The G.T.R. station and freight shed at Eganville, with all their contents, was destroyed by fire on April 22nd. Loss about \$6,500.

**MORRISBURG AND OTTAWA ELECTRIC
SHAREHOLDERS WANT RELIEF FROM STOCK PAYMENTS.**

Say They are Tired of Furnishing Money for Salaries - Company Has Judgment Against Delinquents for \$60,000 - Attempt to Oust Directors - The Official Reply.

The Ottawa Citizen of May 3, contains the following report of a meeting of the shareholders of . Morrisburg & Ottawa Electric Railway Company. Certain shareholders in the Morrisburg and Ottawa Electric Railway Company, Ltd., want the company wound up. They are dissatisfied with the present management, of which J. G. Kilt, Ottawa, is president, and R. S. Bishop, Ottawa, secretary-treasurer. They are tired of paying money into the coffers of the company.

There was a meeting of over two hundred of these dissatisfied shareholders in Clarey's hall on Saturday afternoon. Several of them stated in frank and unequivocal terms that they are tired of being called on to pay instalments on their stock without being given satisfactory assurance that they will receive returns for their money.

The outcome of the meeting was that a committee was named to put the machinery in motion that will result in appealing against the decision of Judge Reilly of Cornwall, ordering all of the shareholders in the company to meet the calls for payment of the stock they hold and also to see if the company can be wound up. The cost of the action will be paid pro rata by the shareholders who are opposed to the present board of directors. Shares Are Worthless.

"Our shares in the company are not worth the paper they are written on," affirmed some of the shareholders at the meeting. Those who are not yet fully paid up claim that they are in a worse predicament than those who are in good standing on the company's books.

Mr. E.J. Laverdure wanted to know if a majority of the shareholders could force the directors to hold a general meeting to wind, up the business of the company.

Mr. M.G. Powell, of Orde and Powell, who represented the shareholders in the action before Judge Reilly, explained that under the railway act no shareholder who is in arrears can have any voice in the management of the concern. "I suppose the present directors are supported by a majority of stock, and therefore I doubt whether the company can be wound up if they protest against such a course," he said.

Money Spent on Salaries.

It was stated that \$75,000 has been paid up on the stock and that \$60,000 is still to be paid. All that has been spent on the road is about \$10,000 for a small amount of grading at points along the proposed route, which takes place in Metcalfe, Winchester and a number of other smaller places. The balance of the \$75,000 has been spent on salaries and keeping up an office suite in the Canada Life building. The charter of the company expires so it is reported., in about 18 months.

Among the shareholders are several widows who have paid out several hundred dollars for stock.

The other side of the case is given by the Ottawa Journal, May 3, which obtained from the president of the undertaking an interview of which the following forms a part:

"The board of directors will see that every investor will get a dollar's value for every dollar paid out," was the verbal statement of Mr. J. G. Kilt, president of the Morrisburg and Ottawa Electric Railway Company, in reply to criticisms aimed at the board of directors at a meeting of the shareholders on Saturday.

This morning, Mr. Kilt stated that since the meeting on Saturday seven or eight of the shareholders had come in and signified their willingness to pay up the balance on their shares.

What percentage of the stock of the company is controlled by the board of directors could not be ascertained.

"If the shareholders want a winding up order let them get it. It will cost a lot of money for the company to be wound up, the contract for the road has been let and the deed of trusts for lands passed," began Mr. Kilt.

"The directors have no objection to their appealing the decision of Judge O'Reilly, though the time for appealing expired on April 28," he added.

Mr. Kilt made the definite statement that the charter of the company did not expire for four years yet, whereas, at the meeting on Saturday, it was stated that the charter would expire in 18 months.

Contract Awarded.

Mr. Kilt said that the contract for the building of the road had been let to the Morrisburg and Ottawa Construction Company, of which he gave out the following officers: George D. Metford, New York City, president; Walter G. A. Hemming, Montreal, vice-president, and Mr. F. H. Field, New York, secretary-treasurer.

Mr. Kilt said that there was about 74 miles of the M. & O. line to be built, divided as follows: 52 miles trunk line, 22 miles belt line and 22 miles branch line. The approximate cost would be in the neighborhood of \$30,000 per mile, making a total of \$2,220,000 for the seventy-four miles of road.

"We are told that the Ottawa Electric Railway interests are opposing our road. That is nonsense," said Mr. Kilt.

The officials of the Morrisburg & Ottawa, issued an official statement denying some of the statements made at the meeting of the shareholders and stated that several well-known engineers whose names were given had reported that the district through which the line was surveyed to pass would be a profitable one..

14/05/1915 Renfrew Mercury

Chalk River

Arnprior

An oil burning engine for use in hauling cars through lumber yards has been built under the direction of George H. Johnston, engineer for McLachlin Bros. The Watchman says that lumbermen everywhere will be interested in this new engine, whereby they can move lumber rapidly in their yards without danger of fire.

22/05/1915 Chesterville Record

Morrisburg and Ottawa Electric

Nearly every day the Morrisburg and Ottawa Electric Railway Company issues a few writs against shareholders who have not paid up their shares. Thirty or more have been issued since the company was given judgment in eleven actions that were first brought to court.

List of actions and amount owing.

There will be another meeting of dissatisfied shareholders next Saturday.

the contractors, it is said, have declined to start work until this difference between the company and its shareholders has been worked out.

04/06/1915 Morrisburg Leader

Winchester

Chesterville

At the hearing of the protest of milk shippers at Chesterville, Ont., district, against the C.P.R., the Railway Commission ruled that the farmers must keep taking the cans off the cars, the Board having compelled the company to carry them on passenger trains. The complaint made was that the cans were left standing in the sun on the station platform. Andrew Broder, M.P., stated that the C.P.R. revenue from milk shippers in the vicinity of Chesterville amounted to \$14,000 a year, and this, he thought, warranted a special car service.

04/06/1915 Vancouver Daily World

Kingston (CN)

Rideau Station

Grand Trunk Freight Wrecked

Kingston, June 4. A bad wreck occurred on the Grand Trunk near Rideau station last night when a westbound freight train left the rails. Seventeen cars were destroyed and Charles Lawson, of Brockville, who was stealing a ride, was badly injured.

04/06/1915 Morrisburg Leader

Cornwall

The regular passenger service over the Glengarry and Stormont Railway, the new C.P.R. branch line connecting Cornwall and Montreal and points east and west, was inaugurated when the first passenger train left Cornwall for the metropolis.

05/06/1915 *The Equity, Shawville* *Waltham*

The mixed train service on the Pontiac line which, for the past two or three months has been running on alternate days only, was resumed daily on Monday of this week.

05/06/1915 *Ottawa Citizen* *Kingston (CN)* *Rideau Station*

Freight Left Rail At Rideau Station
Man Riding on Bumpers Badly Hurt

Kingston, Ont., June 4.—A serious accident occurred on the Grand Trunk at Rideau station, a few miles east of this city, last night, when a west bound freight train ran off the track.

A spreading rail is believed to have been the cause. Seventeen cars were ditched, and a young man named Charles Lawson of Brockville, who was riding between the bumpers, had one foot badly hurt and was removed to the Hotel Dieu here. Many of the cars were smashed into kindling wood. Traffic was held up three hours until an auxiliary from Brockville cleared the track

09/06/1915 *Ottawa Citizen* *Morrisburg and Ottawa Electric*

MUST PAY BALANCE ON RAILWAY STOCK

Morrisburg and Ottawa Company Wins Appeal.

The court of appeal in Toronto has given a decision dismissing the appeal taken by Mr. D. O'Connor against the judgment ordering him to pay the balance of the amount of \$1,000 subscribed for shares of the Morrisburg and Ottawa Electric Railway stock. Eleven shareholders, who had been sued in the county court to pay up the calls made on their stock and had judgment given against them, appealed. When the appeals came up, the court dismissed the appeals in ten of the cases and reserved judgment with regard to Mr. O'Connor. Today it gave judgment dismissing this appeal also, which means that Mr. O'Connor will also have to pay up what is due on his stock. Mr. Geo. D. Kelley acted for the company.

10/06/1915 *Chesterville Record* *New York Central* *Russell*

Business section of Russell nearly wiped out by fire.

Description.

By this time the hurry up call had been sent to Chief Graham of Ottawa for assistance, it being apparent that the whole town would go if there were no better means of fighting it. Owing to the fact that it was Sunday the New York and Ottawa was delayed in getting a train crew together and steaming up the engine. This was finally accomplished and the train started in charge of engineer Alex Jamieson and conductor George Broker.

A record trip was made to Russell. The town is 22 miles from Ottawa and 22 minutes after leaving the ONY yards the train pulled up into Russell. It was a thrilling ride and the train crew did splendid work to get the firefighters to the scene.

More details.

10/06/1915 *Kemptville Weekly Advance* *New York Central* *Russell*

\$75,000 Fire at Russell

As soon as an appeal was made to Ottawa, Chief Graham secured permission from the mayor to send an engine and some men. Unfortunately being Sunday, the Ottawa and New York railway did not have an engine fired up and it was sometime before the special engine, flat car and caboose were ready to start. But when it did start it certainly travelled and hit a pace of a mile a minute. The engine was quickly unloaded and placed at the side of the river near the bridge. It worked beautifully and soon had two effective streams at work. By this time the fire was fairly under control, but it certainly was a great relief to the tired and apprehensive residents of Russell to see two fine streams at work.

15/07/1915 *Montreal Gazette* *Alexandria* *Alexandria*

G.T.R. STATION DESTROYED

Thirty-year-old Structure at Alexandria Fire Swept

Special to the Gazette.

Alexandria, Ont. July 14 The Grand Trunk station and restaurant here were destroyed by fire this afternoon. The buildings, which had been standing for thirty years, were, as dry as tinder, and when the brigade reached the scene the fire was already beyond control; but the spread of the blaze prevented, thus saving the freight shed and a number of adjoining factories and granaries. The buildings destroyed were only ten feet apart, so the efforts of the fire fighters were directed chiefly to the adjoining structures. It is believed that the fire was caused by sparks from a shunting engine. The contents of the buildings were practically all saved.

15/07/1915 *Ottawa Journal* *Alexandria* *Alexandria*

Alexandria Station Burned

Alexandria, Ont., July 15. - The Grand Trunk station and restaurant here were destroyed by fire yesterday afternoon.

15/07/1915 *Ottawa Journal* *Alexandria* *Alexandria*

ALEXANDRIA STATION BURNED.

By Canadian Press. Alexandria, Ont., July 15. - The Grand Trunk station and restaurant here were destroyed by fire yesterday afternoon.

16/07/1915 *Renfrew Mercury* *Beachburg* *Westmeath water*

Beachburg notes. As one drives up the Pembroke road one's eyes are gladdened by the sight of the new C.N.R. station which is being built about seven miles above Beachburg, on the farm of Mr. Sam Drew, and which we believe is to be known as Westmeath station. The large water tank here is almost completed, and we have been informed, though not officially, that a large gang of carpenters and builders were to be put to work this week on our station. -- We will be delighted to welcome our fair visitors this year via C.N.R. Beachburg station.

23/07/1915 *Eastern Ontario Review* *Alexandria* *Alexandria*

Serious fire at Alexandria

The Grand Trunk Station was consumed by the fiery element on Wednesday afternoon. (14/07) An alarm was given about 2.30 o'clock to which our firemen with their appliances promptly responded and although they were on the spot only a few minutes after the appeal was made it was apparent that the station buildings were doomed.

A fairly strong west wind was blowing and as it fortunately turned out their efforts were successful in restricting the fire to the station itself and the old restaurant building on the south side of the track, although at one time it certainly appeared as if the freight depot on the opposite side would be involved thus placing the almost adjoining granaries, Pipe factory and Canadian Bon Hanger works in extreme jeopardy

30/07/1915 *Morrisburg Leader* *Morrisburg and Ottawa Electric* *Chesterville*

The first sod in the construction of the Morrisburg and Ottawa Electric Railway was turned on Herman Hummel's farm in Chesterville on Monday last. The occasion was made one of jubulation by the citizens.

12/08/1915 *Chesterville Record* *Morrisburg and Ottawa Electric*

It is now believed that Electric Railway promoter Brown was a little premature in setting the date of his arrival on the first car at two months from his sod turning celebration of a week ago Monday.

26/08/1915 *The Equity, Shawville* *Beachburg*

Most of the stations along the line of the C.N. Railway between Pembroke and Ottawa, are well advanced towards completion.

Freight Trains Collide at Christy Lake

The first accident which has occurred on the new C. P. R. lake shore line between Glen Tay and Trenton happened at Christy Lake shortly before 8 o'clock Monday morning. Luckily no one was killed or injured although considerable damage was done to the rolling stock and tracks. A west bound freight was taking the siding a few hundred yards west of the depot and before it had completely cleared the main line a freight train bound east crashed into the former. Neither of the trains were proceeding at any great speed, which luckily prevented a more serious accident.

Immediately after the accident happened a telephone message was forwarded to the C. P. R. auxiliary wreck crew at Smith Falls, as well as to the work train crew (numbering about fifty) at Mud Lake bridge. Both of these trains hurried to the scene and the crews were soon at work clearing the main line. This was accomplished shortly before the time due for the arrival of the noon express. The cars struck by the freight engine were loaded with flour and it was strewn from fence to fence. The cylinder of the engine and other forward parts were badly damaged while the ties at the switch were torn to splinters. Roadmaster Miram [sic] Long was early on the scene of the wreck and superintended the work. Several freights in transit were delayed all along the line. The accident attracted a large number of summer visitors at the lake as well as many of the farmers from the surrounding country.

27/08/1915 *Morrisburg Leader**Alexandria**Alexandria*

Brakeman Killed on Ottawa train.

W. McFarland of Montreal fell from train near Alexandria

W. McFarland, a brakeman on the Grand Trunk special bringing the annual load of excursionists from Montreal to Ottawa, fell off his train one mile west of Alexandria and was killed.

When the train reached Greenfield, first station west of Alexandria, he was missed and a wire was sent to Ottawa, which was transmitted back to a second train asking that a lookout be kept for him. His body was found lying beside the track. There were no marks indicating whether he had killed himself in the fall or not

10/09/1915 *Eastern Ontario Review**Montreal and Ottawa**Pendleton*

Mr. McPhail of Vernon, Ont., shipped a carload of stock from Pendleton station on Monday (6/9).

16/09/1915 *The Equity, Shawville**Beachburg*

It is expected that through traffic will commence on the Canadian Northern Railway next month. It is announced that the main line is now completed.

23/09/1915 *Chesterville Record**New York Central**Russell water*

The water tank at Russell station went all to pieces without warning when it was nearly full causing a miniature flood.

01/10/1915 *Eastern Ontario Review**New York Central**Russell*

The railway water tank at Russell station suddenly burst, flooding the station yard and freight shed, and doing considerable damage to goods therein.

06/10/1915 *Renfrew Mercury**Eganville**Eganville*

Since the Eganville G.T.R. station was burned the company has substituted a second class coach for a waiting room. One individual remained inside until he missed his train waiting for the coach to pull out.

07/10/1915 *The Equity, Shawville**Waltham*

The public of Pontiac will learn with considerable disappointment that the C.P.R. has decided to take off what is commonly called the "mixed" train, starting from Ottawa in the morning and returning in the afternoon. The service is, we understand, to be cancelled entirely, and the people of the district tributary to the line from Waltham to the Capital will have to content themselves with a one train-a-day passenger, mail and express service henceforward. More.

19/10/1915 *Ottawa Citizen**Waltham*

Wreck Due to Cow on Track

Pontiac train on C. P. R. Line derailed but no one seriously injured.

A wreck which fortunately was unattended with loss of life or even serious injury to the passengers or train crew, occurred on the C. P. R. yesterday morning at 9. 15 when the Pontiac train, due in Ottawa at 9. 40, was partially derailed at a point near the Connaught Park race track. The accident was caused through the locomotive, which was in charge of engineer Joseph Murphy, hitting a cow which had wandered onto the track.

Engineer Murphy saw the animal when his train was about 100 yards away, and at once shut off steam and applied to the emergency brakes. The engine, however, carried along by its own momentum, hit the animal and leaving the rails, toppled over on its side into the ditch, carrying with it the baggage and mail cars, which remained up right, but plowed into the embankment.

When the engineer and his fireman, R. Griffith, felt the impact of the collision they at once jumped and managed to get clear of the locomotive before it toppled over. The two were slightly scalded by escaping steam, and also sustained some bad bruises, but the injuries are not of a serious nature, and they were able to board a Hull electric car and come on into Ottawa unaided.

The train was in charge of conductor N. Fullerton and had a fairly large number of passengers who beyond a fright and shaking up escaped without injury, as the three passenger coaches remained on the track.

Word of the accident was sent to the Hull electric car barns at Deschenes and the company sent down two cars, in which the passengers from the wrecked train were taken on to Ottawa.

The C. P. R. officials in Ottawa telegraphed to Smith's Falls for a steam crane to place the locomotive back on the track, and traffic will not be delayed more than a few hours.

This is the second occasion upon which engineer Murphy, who resides in Rochesterville, has been in a wreck. He was the engineer on the Pontiac train which was wrecked three years ago, while backing into Ottawa, when five people killed and a number injured.

21/10/1915 *The Equity, Shawville**Beachburg*

The first "official" train of the Canadian Northern Railway - Canada's third transcontinental steel highway - passed over that portion of the line which passes through Pontiac about three o'clock on Wednesday morning last. It was a special train, containing officials of the Company, Members of Parliament, pressmen, and other prominent citizens, and was designed to mark the completion of a great project, which must eventually figure largely in the future commercial progress and development of the country. It has not yet been announced when regular service is to be inaugurated in the new line but it goes without saying the people living along the front of the county will hail the time with pleasure and satisfaction.

29/10/1915 *Eastern Ontario Review**Vankleek**Vankleek Hill*

The old Canada Atlantic Railway Stations will soon be out of sight. Several of them have been destroyed by fire in the past few years.

Unless the one in Vankleek Hill burns pretty soon it will fall down.

It is a disgrace to the Grand Trunk Railway Company.

04/11/1915 *The Equity, Shawville* *Waltham*

As a result of strong representations made to the Railway Commission and the Company, the C.P.R. have put on an extra tri-weekly train service on the Pontiac line, commencing Monday November 1st. The trains will run on Mondays, Wednesdays and Fridays of each week until further notice.

05/11/1915 *Eastern Ontario Review* *New York Central* *Cornwall*

Car loads of gold

Cornwall Standard. - not that it makes much difference to us but it will interest some people to know that the enormous amount of 28 million dollars in gold was in Cornwall on Monday night, but it didn't stay long enough for anyone to get his hands on it, and it would not have been a healthy job to try. The money was in the shape of a gold coin and bars, was in heavy wooden keys, and was locked up and sealed in seven cars on the special train on the Ottawa and New York Railway. A force of 40 armed guards accompanied the treasure which was on its way from Ottawa to Washington, where by this time it is safely deposited in the US Treasury, as part of the big scheme of finance which everybody reads of but few people understand much about.

05/11/1915 *Eastern Ontario Review* *Hammond* *Hammond*

The Hammond fire

The Ottawa Free Press last Monday said:

The Grand Trunk Railway company is the defendant in a action the trial of which was started in the high court this morning. Oliver Harvey and seven other residents of Hammond a village between Ottawa and Montreal on the Grand Trunk are claiming damages from the railway company because of this destruction of the buildings by a fire which occurred on June 13th 1914 and for which they allege that the Grand Trunk was responsible.

The evidence of the several witnesses examined this morning was to the effect that the fire started in the roof of the company's station and was first observed almost immediately after the train had passed.

The theory of Mr. Honey [sic] and the other residents of the village who are associated with him in the action is that the fire was started by sparks from the engine and having first ignited the station spread to the other buildings. Mr. Honey's loss was considerable. The other losses were much smaller.

The defense is that the fire started from other causes.

G.F. Henderson K.C. and A Greeve are acting for the plaintiffs the company being represented by W.E. Foster K.C. the Grand Trunk solicitor of Montreal and W.N.Tilley K.C. of Toronto the lawyer who was given such a glowing certificate of competence by Hon. Robert Rogers, at the time of the Manitoba government unpleasantness.

11/11/1915 *Chesterville Record* *New York Central* *Crysler*

Mr. James Clement, a well known farmer residing near here was instantly killed by a New York and Ottawa train last Wednesday about two miles from Crysler. Mr. Clement was returning home from the village with a load of lumber when the train struck the wagon, killing Mr. Clement instantly and also killing the two horses attached to the wagon.

From the point where the accident occurred an approaching train can be seen for about two miles and it is a mystery how Mr. Clement who was a most careful and strictly temperate man, came to be struck.

Mr. Clement, who was widely known and highly respected, leaves a wife and eight children.

The unfortunate man was a cousin of Mr. James Clement of Dunbar.

02/12/1915 *Chesterville Record* *New York Central* *Newington*

The O&NY which runs direct from the Capital to the largest city in the United States, is carrying considerable more freight and passengers than before the war broke out.

The men who were employed on the O&NY across the international boundary this summer laying a new track and ballasting the road were laid off 20th Nov. for this season, but the work will be started up again as soon as spring opens up.

09/12/1915 *Chesterville Record* *New York Central* *Crysler*

Mr. J.R. Cocksure who has been in the employ of the O&NY Railroad here as stationmaster for the past eighteen years has resigned his position for more lucrative business in Crysler. During the long years of his service for the company he has been a most competent and able station master, and his absence is sincerely regretted by many.

16/12/1915 *Renfrew Mercury* *Beachburg* *Foresters Falls*

Long piece - still waiting for trains to start running.

30/12/1915 *Chesterville Record* *New York Central* *Newington*

A considerable number along the O&NY line were compelled to do their shopping on Christmas Eve in Cornwall as the hair tonic they sell in drug stores in local option towns is not satisfactory.