

It is proposed to generate power at Ottawa and Cornwall, Ont., and for the United States section of the line—the New York and Ottawa Ry.—at Massena Springs, N.Y. (Oct., 1903, pg. 345.)

Ottawa River Ry.—Application will be made next session of the Dominion Parliament for an act authorizing an extension of the line to Ottawa, and giving power to purchase or amalgamate with connecting lines. The Company will apply at the current session of the Ontario Legislature for an act authorizing the construction of a line from its present proposed terminus to Georgian bay.

The Company, under the Dominion Act of 1903, has been organized with the following officials and directors: President Col. E. McMullen, Boston, Mass.; Vice-President, Hon. J. Domville, St. John, N.B.; 2nd Vice-President, F. D. Monk, M.P., Montreal; Treasurer,

H. W. Raphael, Montreal; other directors, Hon. W. Owens, T. Gauthier, Montreal; J. A. C. Ethier, M.P., St. Scholastique, Que.; T. A. Richardson, J. D. Wells, New York; Secretary, C. Wilkinson, Montreal.

Surveys are reported to have been gone on with during the winter, the route followed being from Montreal to Grenville, passing through the following places: Mile End, Cartierville, Ste. Dorothee, St. Joseph du Lac, St. Placide, St. Andrews and Carillon. The heaviest bridge work will be the crossing of the Riviere des Prairies. Between Carillon and Grenville a junction will be made with the Ottawa Valley Ry., from St. Andrews to Lachute. (Jan., pg. 7.) See also Ottawa Valley Ry.

Ottawa to James Bay.—Application will be made next session of the Dominion Parliament for an act incorporating a company to

construct a railway from Ottawa and Hull to Buckingham, Que., thence to James bay; and a branch line from Buckingham to the Ottawa river between Thurso and Templeton, Que. McCracken, Henderson & McDougal, Ottawa, are solicitors for the applicants.

The Ottawa Valley Ry. was constructed in 1892-93 and extends from Lachute to St. Andrews, Argenteuil county, Que., about 10 miles. It was operated for some years in harmony with the C.P.R., but when that company acquired the Montreal and Ottawa Ry. from Vaudreuil to Point Fortune, Que., opposite St. Andrews, thus controlling the traffic on both sides of the Ottawa river, a dispute arose as to the terms for the exchange of traffic at Lachute, and finding that it was impossible to work the line without loss it was closed, and has not been operated since. It is proposed to utilize the line in connection

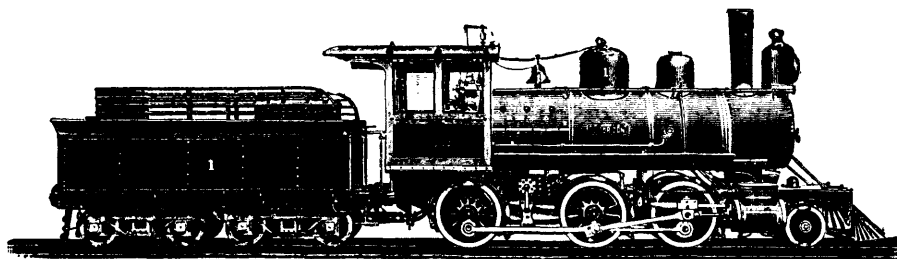


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