

L'Original - by Mileage

Mileage	Location	Date	Number	Notes
54.54	Hawkesbury	21/09/1909	8119	Approves location of CNOR stations at Hawkesbury, l'Original, Atacas (formerly Longueuil), Tamarac (formerly St. Thomas d'Alfred) and Treadwell. (This order also approves stations on Garneau - Quebec Division.)
		29/08/1921	31463	GTR authorized to close its station in Hawkesbury and to use jointly the CNOR station.
		19/10/1922	33012	Authorizes CNOR to open up Higginson Street across GTR and to cross Higginson Street by the spur marked "A" such spur being the proposed connection between GTR and CNOR Grenville sub; to construct sidings across Emerald, Gordon, James and Nelson Streets, to close Nelson Street crossing and divert Nelson Street to the crossing further south.
54.73	Hawkesbury Crossing	12/11/1906	2030	CNOR granted leave to cross the GTR at a point in the town of Hawkesbury. The applicant shall, at its own expense, under the supervision of a GTR engineer, insert a diamond in the track of the GTR at the point of crossing. The crossing shall be protected by an interlocking plant, derails to be placed on the lines of both companies on both sides of said crossing, the said derails to be interlocked with home and distant signals to be operated from a tower, the said tower to be connected by telephone to the GTR station at Hawkesbury. The normal position of the signals on both lines shall be at "danger" and in the movement of trains of the same or superior class over the said crossing the trains of the GTR to have priority. A plan shall be submitted for approval of the Chief Engineer of the Board. The man in charge of the interlocking plant shall be appointed by the GTR. The CNOR shall bear and pay the whole cost of providing, maintaining and operating the said interlocking.
		28/01/1907	2523	CNOR is allowed to use the crossing with the GTR in Hawkesbury for construction trains only as soon as the diamond is placed in the tracks of the GTR and before the installation of the interlocking plant provided for in 2020, for a period of 90 days from the date of this order, or until the said interlocking plant is installed subject to the following conditions; (1) CNOR shall employ and pay for a watchman nominated by GTR. No CNOR locomotives, trains or cars shall be moved over crossing until watchman has indicated that the way is clear; (2) Crossing shall only be used by CNOR for construction trains, construction materials and supplies; (3) Crossing shall not be used under this temporary order so as to interfere in any manner with the passage of GTR trains; (4) In all questions of liability for accident the watchman to be employed be taken to be the employee of the CNOR.
		29/07/1908	5112	CNOR authorized to use crossing with GTR for construction trains for a period of 90 days from the date of this order under same terms as Order 2523.
		03/12/1908	5798	CNOR authorized to operate their trains over the crossing with the GTR without being brought to a stop.
		25/01/1918	26931	Amends 2030 to give the CNOR the power to appoint the man in charge of the interlocking tower.
		10/04/1908	4602	CNOR authorized to construct a bridge over Stanley Street, Hawkesbury subject to the condition that the work will not infringe upon public property.
54.94	Stanley Street	29/10/1928	41685	Removes statutory speed limit following accident on 12 Sep 1928.
55.41	Riordan's Mill Spur	11/11/1907	3873	CNOR authorized to open for traffic its spur line in the Town of Hawkesbury from a point where the spur joins the main line near the west limit of town to its junction with the GTR Company's tracks in Riordan's Mill Yards.
		03/11/1908	5692	CNOR authorized to connect the spur from its main line to Riordan's Pulp Mill yards with the tracks of the GTR. Interswitching tolls of the GTR between point of interchange and the CNOR west-end spur and the Riordan Company's plant shall not be greater than that charged by GTR between Riordan Company's plant and the point of interchange between the two companies in the vicinity of William Street. On pulpwood to the Riordan Company's plant the GTR switching toll shall be paid by CNOR and Riordan in equal portions. On other traffic toll shall be charged in accordance with 4988 (General Order 11).
		02/12/1908	5891	CNOR authorized to construct a branch line partly within the town of Hawkesbury and partly within twp. of West Hawkesbury from its main line to a junction with the GTR tracks at Riordan's Mill. Branch line to be completed within 2 years from the date of this order.
		03/04/1917	26005	Authorizes CNOR to construct a spur to serve Riordan Pulp and Paper Co. at Hawkesbury.

Mileage	Location	Date	Number	Notes
58.6	John Street	15/12/1908	5855	CNOR granted leave to construct across highways in twp. of North Plantagenet, Prescott County at about m. 24 and m. 26 west from Hawkesbury: (1) Unless otherwise ordered by the Board, width of approaches of rural railway crossings be 20' road surface on concession and main roads and 16' on side and bush roads; (2) Strong substantial fence or railing 4'6" high with a good post-cap (4"x4"), a middle piece of timber (1 1/2"x6") and a 10" board firmly nailed to bottom of posts to prevent snow from blowing off the elevated roadway, be constructed on the approach to every rural railway crossing where the height is 6' or more above the level of the adjacent ground, leaving always a clear road surface of 20'; (3) Width of approaches to rural railway crossings made in cuttings shall be not less than 20' clear from bank to bank; (4) Unless otherwise ordered, the planking on rural crossings (between the rails and for a width of at least 8' on the outer sides thereof) shall be 20' long on main roads and 16' on side and bush roads.
		11/08/1919	28658	CNR authorized to construct a siding extension across John Street in the Seignory of Longueuil, L'Orignal station.
58.88	L'Orignal	24/11/1910	12384	Approves character of proposed work in connection with the drain proposed to be constructed along and under the CNOR right of way in the Village of L'Orignal as set forth in the Extracts from Award made by Pierre Tourangel, Engineer appointed by the municipality, as far as the said award affects the lands of the railway company.
		09/01/1931	46103	1. Ontario Department of Highways is authorized to divert the Kings Highway No. 17, through the township of Longueuil, and parts of lots 18 and 19 Broken Front Concession, twonship of hawkesbury, to cross the Canadian national Rys. by means of an overhead crossing at L'Orignal. 2. 35% of the cost of the work to be paid out of "The Railway Grade Crossing Fund", and the remainder to be paid by the Ontario Department of Highways.
		20/06/1933	49988	CNR granted leave to remove station agent at L'Orignal provided a caretaker is appointed.
58.97	Mill Street	13/08/1923	34088	Removes statutory speed limit following accident on 23 Jun 1923.
61.1		15/12/1908	5855	CNOR granted leave to construct across highways in twp. of North Plantagenet, Prescott County at about m. 24 and m. 26 west from Hawkesbury: (1) Unless otherwise ordered width of approaches of rural railway crossings be 20' road surface on concession and main roads and 16' on side and bush roads; (2) Strong substantial fence or railing 4'6" high with a good post-cap (4"x4"), a middle piece of timber (1 1/2"x6") and a 10" board firmly nailed to bottom of posts to prevent snow from blowing off the elevated roadway, be constructed on the approach to every rural railway crossing where the height is 6' or more above the level of the adjacent ground, leaving always a clear road surface of 20'; (3) Width of approaches to rural railway crossings made in cuttings shall be not less than 20' clear from bank to bank; (4) Unless otherwise ordered, the planking on rural crossings (between the rails and for a width of at least 8' on the outer sides thereof) shall be 20' long on main roads and 16' on side and bush roads.
63.8	Bay Road	11/08/1919	28659	CNR authorized to construct a siding extension across Bay Road, Evanturel station grounds.
68	Concession Road	30/12/1908	5980	CNOR authorized to divert Concession Road between concs. 2 & 3, twp of Alfred between m. 13 and m. 14 west of Hawkesbury. Diverted road and title thereto shall be made satisfactory to Municipality of Alfred. CNOR shall provide a suitable farm crossing with the necessary gates for Edouard Colle, the owner of NE quarter of lot 19 conc.3
68.04	Alfred Centre	29/05/1933	49913	CNR authorized to remove agent from Alfred Centre provided a caretaker is appointed.
68.2	Laframboise	30/09/1915	24259	CNOR authorized to remove the regular agent at Laframboise subject to the station being kept clean and heated for the accommodation of passengers on the arrival and departure of trains.
70.06	Concession Road	05/06/1909	7166	CNOR authorized to construct across public road between lots 28 & 29 conc. 2 Twp. of Alfred, County of Prescott, at m. 15.52 west from Hawkesbury.
70.2	Alfred Centre	02/01/1920	29266	Approves location and details of proposed CNOR station building at Alfred centre, m. 70.2, Grenville sub. This replaced the station at m. 68.04 which burned on 9 Mar 1919.
70.72	Concession Road	05/06/1909	7165	CNOR authorized to construct across concession road between concs. 1 & 2 twp of Alfred, County of Prescott at m. 16.18 west of Hawkesbury..

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71.9	Crossing	08/06/1909	7193	CNOR authorized to construct across public road between lots 35 & 36, conc. 1, twp. of Alfred, at m. 17.36 west of Hawkesbury.
72.4		06/10/1920	30188	CNR ordered to provide a cattle pass for Therevire Prudhomme on lot 37 Broken Front, North Plantagenet twp. at a point 90 feet east of the culvert in the gully.
74.61	Crossing	05/06/1909	7168	CNOR authorized to construct across public road between east and west halves of lot 8 conc. 1, twp of North Plantagenet at m. 20.07 west from Hawkesbury.
77.14	South Nation River	26/05/1919	28369	CNOR authorized to reconstruct its bridge over the South Nation River in North Plantagenet County, mile 78.26 from Montreal.
77.84	Forced Road	05/06/1909	7167	CNOR authorized to construct across public road between lots 20 & 21 conc. 1, twp of North Plantagenet at m. 23.3 west from Hawkesbury.
78.14	South Nation River	02/02/1907	PC 1907-129	Approves plans of bridge proposed to be erected over South Nation River by Canadian Northern Ontario Railway provided that the width of span between piers 2 and 3 be increased from 100' to 120', centre to centre of piers.
		03/04/1907	2764	CNOR authorized to construct proposed bridge crossing the South Nation River, 23.6 miles west from Hawkesbury, upon the site and in accordance with the side elevation of such bridge, approved by order in council No. 299847 of Feb 2, 1907.
		06/11/1908	PC 1908-2327	The CNOR constructed the bridge over the South Nation River in accordance with the plans approved by order in council of 2 Feb 1907. Owing to defective concrete work on the part of the contractors, the CNOR has decided to condemn all piers as unfit for railway service and proposes to remove the old piers and construct new piers on the same alignment but shifted westerly toward Ottawa as shown on the plan. Approves the plans of bridge proposed to be erected at m. 23.6 from Hawkesbury in substitution for the plans approved by order on 2 Feb 1907.
		21/11/1908	5659	CNOR authorized to reconstruct the substructure crossing the South Nation River, on lots 21 and 22 concession 1, township of North Plantagenet, 23.6 miles west of Hawkesbury authorized by 2764 of 3 Apr 1907 and approved by GIC on 6 Nov 1908.
		26/05/1919	28360	CNOR authorized to reconstruct bridge over South Nation River at m. 78.25 from Montreal.
		26/07/1919	28597	CNR (CNOR) authorized to reconstruct bridge over South Nation River at m. 78.25 from Montreal. Rescinds 28360.
		26/07/1919	28597	CNR authorized to use bridge over South Nation River.
78.29	Montreal Road	05/06/1909	7169	CNOR authorized to construct across a forced road on lot 22 conc. 1, twp of North Plantagenet at m. 23.75 west from Hawkesbury.
80.74	Wendover	03/11/1908	5637	Dismisses application by Calixte Franche of Wendover for an order requiring CNOR to provide a farm crossing in the middle of his lot 31, Conc. 1, Wendover.
		04/07/1923	33853	Application by I. Allard of Wendover for an order directing CNR to stop its fast trains at Wendover during months of Jun - Sep. Orders CNR to stop trains 87 & 88 at Wendover Sats only during Jun, Jul, Aug & Sep when necessary to detrain passengers from Montreal and Ottawa respectively and on Mons only, same months, when necessary to enable passengers for Montreal and Ottawa to entrain.
		08/04/1925	36255	Rescinds 33853.
80.9		12/01/1909	6034	Dismisses application by Calixte Franche of Wendover for an order directing CNOR to build a suitable farm crossing in the middle of his lot no 31, conc. 1, Wendover.
82.57	Montreal Road	22/12/1908	5940	CNOR authorized to construct across and divert the Montreal Road and the side road between Counties of Russell and Prescott at about m. 28 west of Hawkesbury.
		16/10/1925	36939	Removes statutory speed limit following accident on 18 Aug 1925.
82.61		04/02/1908	4397	CNOR authorized to take land in east half of lot 33 in twp. of Clarence. Verify location.
86.34	Clarence	03/09/1918	27623	CNOR is required to stop its local trains Nos. 7 and 8 on flag at Clarence.
		28/04/1919	28265	Amends 27623 to stop trains Nos. 5 and 6 instead of trains Nos. 7 and 8 at Clarence; trains Nos. 7 and 8 to stop at Clarence on flag on Sundays only,
86.35	Thurso Winter Road	29/04/1919	28285	CNR authorized to reconstruct bridge over Thurso Winter Road.
		21/08/1922	32773	CNR authorized to use bridge over Thurso Winter Road.

Mileage	Location	Date	Number	Notes
87.35	Crossing	16/10/1930	45600	Ontario Dept. of Highways authorized to divert the Kings Highway on road 17, about 4 miles east of Rockland on lots 1 & 2, conc. 1, Clarence twp. thus partially eliminating two crossings. Verify location.
90.04	Mill Street	25/05/1921	31049	Following accident on 24 Jan 1921 removes statutory speed limit.
90.16	Rockland	06/12/1921	31880	GTR authorized to close its station at Rockland and use jointly the CNOR station on condition that the GTR keep open the tracks between the "Y" switch and the GTR station as an industrial siding and place any cars which arrive on the GTR's rails on the said track for unloading, if so consigned by the owner. This was done to alleviate objection from Rockland for the necessity for handling heavy freight, the grist and flour mill being built in close proximity to the station and the expense of teaming freight to the business part of town.
		05/04/1922	32283	CNR ordered to improve, within 15 days, the approaches to G.W. Higginson's farm crossing by establishing uniform grades on the south and north sides of the track.
		06/05/1922	32358	Approves plan and profile of work proposed to be carried out under 32283. To be completed by 31 may 1922.
90.3	GTR connection	12/12/1921	31906	CNOR authorized to connect its tracks with the GTR in Rockland at m. 90.6 Grenville sub.
90.85	Rockland Crossing	12/11/1906	2031	CNOR given leave to cross the tracks of the GTR spur line to Edward's Mill at Rockland between m. 36 and 37 west from Hawkesbury. The CNOR shall, at its own expense, under the supervision of a GTR engineer, insert a diamond at the point of crossing. The crossing to be protected by semaphores on the CNOR line, to be installed and operated at the expense of the CNOR.
		03/11/1908	5569	Pending installation of semaphores ordered under 2031, CNOR authorized to use the crossing for construction purposes only for a period of one month from the date of this order.
		03/12/1908	5749	CNOR authorized to use the crossing with the GTR spur to Edward's Mill at Rockland for construction purposes for a further period of 3 months from the date of this order.
		18/03/1909	6551	CNOR authorized to use the crossing with the GTR spur to Edward's Mill at Rockland for construction purposes for a further period of 60 days from the date of this order.
		22/05/1909	7058	CNOR authorized to use the crossing with the GTR spur to Edward's Mill at Rockland for construction purposes for a further period of 1 month from the date of this order.
		24/07/1909	7621	(1) CNOR given leave to operate the interlocking plant authorized by 2031; (2) CNOR trains required to slow down when approaching the semaphore, to a speed not exceeding 15 mph.
		16/03/1915	23418	The use of the crossing of the CNOR of the GTR spur to Edwards Mill is particularly light. No night traffic and only an occasional daylight movement on the GTR. So long as the character of the movements over the crossing shown to exist continues, CNOR and GTR relieved from providing a signalman to operate the crossing; home signals and derails to be set for clear for the CNOR; key to the tower to be left in the custody of, and the interlocking plant to be operated by the crew of the GTR.
		19/04/1916	24910	23418 is rescinded because traffic over the crossing has considerably increased and it is considered that the signalmen should be replaced.
		23/11/1917	26770	Amends 2031 by striking out, in the last paragraph, "at the expense of" and inserting "by".
91.57	Montreal Road	04/02/1908	4383	CNOR authorized to divert the Montreal and Ottawa Road, in twp of Clarence, m. 37.13 from Hawkesbury.
		14/02/1910	9568	Following a hearing on 1 Feb 1910 CNOR authorized to divert and cross Montreal - Ottawa Road in Clarence twp.
		25/01/1926	37277	An additional whistle post has been installed, the brush and small trees along the right of way fence east of the crossing cleared away, and the elm tree removed following the accident on 7 Sep 1925. Removes statutory speed limit.
		11/11/1930	45736	Following complaint by York & Aylen on behalf of Colonial Coach Lines CNR directed to maintain a speed restriction of not more than 6 mph in the operation of trains over the crossing of the Montreal - Ottawa Highway just west of Rockland.
93.57		14/12/1908	5838	CNOR application to construct its railway across Montreal - Ottawa road about m. 39 west from Hawkesbury is dismissed because notice was not served upon Municipality of Cumberland.
		22/01/1909	5983	Subject to the condition that the CNOR properly grade the said crossings the full width of the travelled road and street, keep the same in good condition and repair and indemnify the Municipality against all loss and damage whatsoever from accident that may occur at the said crossings, CNOR is authorized to construct across Montreal - Ottawa road about m. 39 west of Hawkesbury (west half of lot 3 conc. 1) and across Cameron Street (lot 15, conc. 1) near the Cumberland station grounds.

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94.09	Beckets Creek	03/11/1919	28964	CNR authorized to reconstruct bridge over Beckets Creek, m. 94.25.
		21/08/1922	32769	CNR authorized to use bridge over Beckets Creek, m. 94.25.
95.1	Montreal Road	06/02/1909	6178	Approves deviation of Montreal Road, twp of Cumberland at about m. 41 west from Hawkesbury on condition that diverted road and ditches be put and maintained in as good order and condition as the existing road, including the approaches and ditches.
		07/09/1909	8015	Approves deviation of Montreal Road, twp of Cumberland at about m. 41 west from Hawkesbury on condition that diverted road and ditches be kept in good condition. Rescinds 6178.
96.7	Cameron Street	14/12/1908	5838	CNOR application to construct its railway across Cameron Street, Cumberland, about m. 42 west from Hawkesbury is dismissed because notice was not served upon Municipality of Cumberland.
		22/01/1909	5983	Subject to the condition that the CNOR properly grade the said crossings the full width of the travelled road and street, keep the same in good condition and repair and indemnify the Municipality against all loss and damage whatsoever from accident that may occur at the said crossings, CNOR is authorized to construct across Montreal - Ottawa road about m. 39 west of Hawkesbury (west half of lot 3 conc. 1) and across Cameron Street (lot 15, conc. 1) near the Cumberland station grounds.
		11/08/1919	28634	CNR authorized to extend siding across Cameron Street, Cumberland station grounds.
96.74	Cumberland	29/01/1916	24703	CNOR authorized to remove the station agent at Cumberland and appoint a caretaker.
102.8		09/03/1909	6518	CNOR granted leave to construct its railway across highways in twp. of Gloucester as follows: (1) m. 48.26. County line road between Counties of Carleton and Russell; (2) m. 49.52. Side road between lots 5 & 6 conc. 1; (3) m. 51.63. Montreal and Ottawa public road, east half of lot 13, conc. 1; (4) m. 52.37. Side road between lots 15 & 16, conc. 1; (5) m. 52.56. Conc. road between conc. 1 lot 16 and lot 17 conc. 2; (6) m. 53.65. Public road between lots 20 & 21, conc.2. Mileages from Hawkesbury. Conditions as set out in 5855.
103.45		26/01/1911	12818	CNOR authorized to construct its railway across and to divert the public road in lot 3, conc. 2 twp. of Gloucester at station 292-68.
106.17	Montreal Road	11/03/1909	6503	CNOR authorized to permanently divert the side road lying between lots 13 & 14 conc. 1 twp. of Gloucester to a location between the east and west halves of lot 13 for the purpose of dispensing with a dangerous crossing at m. 51.81.
106.64	Greens Creek	12/11/1908	5584	CNOR authorized to construct a bridge over Greens Creek at mileage 52 west from Hawkesbury.
		22/08/1919	28704	CNR authorized to reconstruct bridge over Greens Creek.
		21/08/1922	32770	CNR authorized to use bridge over Greens Creek.
108.19	Side Road	17/05/1926	37617	Removes statutory speed limit following accident on 21 April 1926. Description gives first public crossing east of Cyrville, 1.29 miles east of Hurdman.
109	Crossing	06/12/1910	12393	CNOR authorized to construct its railway across the public road between lots 15 and 16, Junction Gore, twp of Gloucester.
109.86	Concession Road	24/07/1909	7608	CNOR authorized to cross conc. road between concs. 1 & 2, Ottawa Front at m. 55.32 west from Hawkesbury.
110	Cyrville Road	24/07/1909	7607	CNOR authorized to cross Cyrville Road, 55.46 from Hawkesbury.
		05/10/1909	8335	Approves CNOR crossing of public road on lot 26, conc. 1, twp. of Gloucester, at m. 55.39 west from Hawkesbury.
		06/12/1910	12718	CNOR authorized to construct its railway across public road between conc. 2 and Junction Gore, twp. of Gloucester provided the highway, where it crossed the railway be altered within the road allowance so as to cross the track as nearly as possible at right angles.
111	Stanley Avenue	06/12/1910	12721	CNOR authorized to construct its railway across public road known as "Stanley Avenue", Junction Gore, twp. of Gloucester.
111.14	Crossing with CPR	06/06/1910	10787	The interlocking plant ordered to be installed by 7490 having been completed and in good condition for operation, CNOR and CPR authorized to operate their trains over the crossing without their first being brought to a stop.
111.15		09/02/1914	21333	(1) CNOR authorized to construct across CPR Ottawa to Prescott Branch near Hurdman's Bridge, Nepean twp; (2) CNOR shall, at its own expense and under the supervision of an engineer of the CPR, insert a diamond in the track of the CPR at the said crossing; (3) CNOR to bear the whole cost.

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111.15	Crossing with CPR	26/07/1923	33939	Time extension for installation of interlocking to 1 Sep 1923.
		03/08/1929	43171	Approves CNR plan showing signal protection proposed to be installed at the crossing of CNR and CPR m. 0.4 at Hurdman.
		24/02/1931	46320	Signal protection approved under 43171 to be installed not later than 1 May 1932.
		14/05/1932	48624	46320 suspended pending further order of the Board.
111.3	Hurdman's Road	11/04/1916	24891	CNOR authorized to construct a connecting track between CNOR and GTR over road in lot 11, Junction Gore, Gloucester twp. and the question of protection be reserved for further consideration.
		04/07/1932	48835	Cattle guard exemption.
111.32	Russell Road	24/07/1909	7606	CNOR authorized to construct across Russell Road, m. 56.78 west of Hawkesbury. Is this Henderson?
111.47	Hurdman	19/09/1911	14981	CNOR given authority to cross Grand Trunk and CPR tracks in Ottawa for construction purposes only until 12/31/11 with right to apply for an extension. CNOR to install diamonds on lines of CPR and GTR; insert derails with the accompanying semaphores in the track of the CNOR, one on the north side of the CPR, 200' from the diamond and the other on the south side of the GTR, 200' from the diamond; the appliances to be connected with the pipeline of the interlocking plant at present installed at the said crossings and to be operated on release by the man in the tower. No CNOR trains to work within the protection herein provided on the line of the CPR or the GTR during the time of trains as shown on their respective time cards.
111.52	Russell Road	13/04/1916	24898	CNOR authorized to cross Russell Road with its connecting track to the GTR.
111.57		06/12/1910	12720	CNOR authorized to construct its railway across public road between lots 11 and 12, Junction Gore, twp. of Gloucester.
		04/07/1932	48835	Cattle guard exemption.
111.8	Interchange with GTR	26/06/1914	22136	CNOR authorized to connect its tracks with the GTR near Ottawa.
		11/04/1916	24888	CNOR and GTR given authority to connect their tracks for the use of the Union Station at Ottawa, under an agreement dated August 17, 1914, to file detail plans showing changes to the interlocking plant necessitated by the construction of the connecting track.
116.38	Ballast Pit spur	01/12/1913	20938	CNOR authorized to construct a spur to a ballast pit across two highways in twp. of Gloucester. (1) between conc. 3 and the Gore; (2) between lots 5 & 6, conc. 2. Verify location.
117.43	Rideau Yard	12/07/1920	PC 1920-1596	The Committee of the Privy Council have before them a report, dated 9 July 1920, from the President of the Privy Council, submitting the annexed memorandum, dated 9 July 1920, from the Commissioner of the Royal Canadian Mounted Police, with reference to the site for the proposed Barracks to be erected in Ottawa for the RCMP. The Minister concurs in the said memorandum and recommends that 29.2 acres of the Stewart property owned by the Canadian National Rys., and to be used as a site for the proposed barracks to be erected in Ottawa for the RCMP, situated on the Rideau River and bounded on the north side by Mann Ave., on the south east by the Rideau River, and on the south west by the CNR, be purchased for the sum of \$87,600, being at the rate of \$3,000 per acre for the 29.2 acres; the purchase to be made through the Department of Public Works. The Committee concurred.