

# Local Railway Items from Area Papers - Carleton Place subdivision

*12/02/1875 Ottawa Free Press Carleton Place Ottawa*

No Trains. Up to two o'clock this afternoon, no train had reached Ottawa either by the St.L.&O., or Canada Central Railway. The latter's train was delayed by the Grand Trunk.

*11/06/1881 Ottawa Citizen Carleton Place*

Brockville. 10th. At a meeting of the directors and shareholders of the Canada Central Railway, yesterday, the necessary steps were taken to consummate the amalgamation with the Canadian Pacific Railway. The lines hitherto known as Canada Central are henceforth part of the Canadian Pacific, and will be operated by that company. Archer Baker, former General Manager of the Canada Central Railway has been appointed superintendent of the eastern division of the Canadian Pacific, the district extending eastward from Lake Superior. The amalgamation of the two companies is another step towards placing the Canada Central in the position which its promoters foresaw many years ago would be its destiny. It now forms a vast important link in that great chain of railways connecting the Atlantic with the Pacific on Canadian territory. Mr. Cassels, president, who on signing the transfer papers might virtually be said to have signed his death warrant; but as he himself puts it, the Canadian Pacific does not require two presidents, and therefore he steps down and out.

*21/06/1881 Ottawa Citizen Carleton Place Chaudiere*

Bidon Renaud was charged with trespassing on the Canadian Pacific Railway at the Chaudiere.

*19/08/1881 Ottawa Citizen Carleton Place Chaudiere*

Union Station Clock. The public clock at the Union Station, Chaudiere, has the bad habit of stopping occasionally, and yesterday made up its mind to stop again and thereby puzzle travellers intensely as to the time for the departure of trains. When, however this railway clock condescends to go, its indecision as to time of day is very inexcusable, considering it is within earshot of the great sounding notes of its parliamentary superior, the tower clock. Nevertheless, it will hold its own opinion and obstinately insist that the true time of day is falsely set forth by the sun and his abject follower the Parliament tower clock. The sooner it confesses its errors and sets itself right the better for the travelling public and their friends.

*20/08/1881 Ottawa Citizen Carleton Place*

The Canadian Pacific Railway has received 400,000 tons of steel rails at Brockville, which will be utilized in laying a new track between here and Brockville. This is quoted correctly but it seems like an awful lot of rail, maybe 3,500 miles.

*22/08/1881 Ottawa Free Press Carleton Place Carleton Place*

On Friday last a second class car on the Canadian Pacific Railway, was left standing on a down grade, with brakes down, at Carleton Place, while the balance of the train was being shunted. The car contained some seventy shanty men, returning to the city from up the river. A freight car was standing some one hundred yards off on the same track. One of the occupants of the second class car, unwittingly let go the brake, the car, as a result, starting at a swift pace down the grade, and colliding with the freight car, made a loud crash, damaging the latter car considerably. The shantymen, who were all more or less shook up by the collision, blamed it on the train hands, and were going to clear out the station, when it was discovered that it was one of their own number who had perpetrated the act.

*25/08/1881 Ottawa Free Press Carleton Place Ottawa, Broad Street*

Palace advertising car inspected by a reporter from the Free Press.

*31/08/1881 Ottawa Citizen Carleton Place*

The work of laying the track of the Canadian Pacific Railway from here to Brockville with steel rails has commenced.

*14/11/1881 Ottawa Free Press Carleton Place Ottawa, Broad Street*

The vacant space about the Union Station yard is being filled up with gravel by a number of men. The new freight shed built by Mr. T. Kavanagh will be occupied in a day or two. Station Constable Grave's uniform was supplied jointly by Canadian Pacific and North Shore companies.

*19/11/1881 Quebec Saturday Budget Carleton Place*

Tuesday (8/11/1881) The last special train of the season left Ottawa this morning for Winnipeg.

*18/03/1882 Quebec Saturday Budget Carleton Place Ottawa Union*

A lunatic who was being conveyed from the Calumet to a Quebec asylum leaped from the train as it was nearing the Union depot, Ottawa, and escaping from the guards lead Sergeant Graves a wild chase for a few moments. He was finally captured and brought to the waiting room.

*17/10/1882 Ottawa Citizen Carleton Place Chaudiere*

New Crossing - The Canadian Pacific Railway Company are building a crossing extending from the corner of Queen street west, near the Union Depot, across their sidings for the benefit of the lumbermen.

Car shed - the building of the new shed for the repair of passenger cars at the Union Depot of the Canadian Pacific Railway is being rapidly pushed towards completion. The carpenters are at work on the roof of the structure and expect to be finished in the course of a few days.

*18/10/1882 Ottawa Citizen Carleton Place*

The ordinary special train which leaves every Tuesday and Friday for Mattawa for the accommodation of lumbermen sending their men horses and supplies to the shanties, left at the usual hour yesterday, and was well filled. Among the crowd was a number of men sent by Mr. Allan Grant. The system of running special trains for this sort of traffic is a great improvement over the old method.

*19/10/1882 Ottawa Citizen Carleton Place Chaudiere*

There was rather a lively time at the Union station this afternoon when 100 English navvies, who arrived from Rimouski last night, were being shipped to work on the Canadian Pacific Railway about forty five miles above Mattawa. They were all more or less under the influence of Chaudiere whiskey, and the consequence was a good deal of noise and confusion. Although boisterous they were a good natured crowd, and the few who were inclined to be boisterous were soon quieted by Constable Graves.

*04/11/1882 Ottawa Citizen Carleton Place Union Depot*

The Union Passenger station of the Canadian Pacific Railway is receiving a new coat of paint and is being generally renovated.

*05/01/1883 Ottawa Citizen Carleton Place Stittsville*

On Tuesday night last an accident occurred on the Canadian Pacific Railway near Stittsville. It appears a heavy freight train broke in two and an empty engine following close behind went crashing into the van and other cars that had broken loose from the train. The Grand Trunk train going west was delayed an hour in consequence, waiting the arrival of the CPR train. The delegates to the Reform Convention were on board and felt rather uneasy.

*20/01/1883 Ottawa Citizen Carleton Place Ottawa West*

The Canadian Pacific Railway Company are building a new round house near the Union Station which will have accommodation for about thirty engines.

*19/04/1883 Ottawa Citizen Carleton Place Britannia*

Canadian Pacific Railway. The village by the lake has always been a favourite resort for Ottawaites, both as a locality for a summer residence and as a pleasant place to spend a happy day for picnic parties. The above railway company, recognizing the fact, have made special arrangements for the summer traffic, for both classes of passengers. They propose issuing season tickets, and also twenty trip commutation tickets at reduced rates which will doubtless be taken advantage of by many inhabitants of the Ottawa who prefer the cool breezes of Lake Deschenes to the torrid heat of the Capitoline summer. Full particulars as to price and conditions can be had at the company's offices on Elgin street.

*16/07/1883 Ottawa Free Press Carleton Place Carleton Place*

Mr. Burgess, C.P.R. restaurateur, has had a neat electric bell in the shape of a horse shoe placed over the entrance to his restaurant at Carleton Place Junction, and a similar one will be placed over the entrance to the Union Station restaurant. The bell rings from the time the train arrives until it departs.

*24/08/1883 Ottawa Free Press Carleton Place Chaudiere*

The C.P.R. roundhouse at the Union Station is fast nearing completion.

*26/09/1883 Ottawa Citizen Carleton Place Chaudiere*

The Petrolia Oil company is putting an addition to its premises on the property of the Railway Company at the Chaudiere.

*03/10/1883 Ottawa Citizen Carleton Place Chaudiere*

The new roundhouse above the Chaudiere will be completed in the course of about three weeks.

*05/10/1883 Ottawa Free Press Carleton Place Chaudiere*

The new C.P.R. roundhouse is going up fast. It is of enormous size.

*05/10/1883 Lachute Watchman Carleton Place Chaudiere*

A DISPUTE WITH THE CPR - The Ottawa City Council and the Canadian Pacific Railway are at loggerheads over a piece of ground used by the latter for station purposes, and which, it is alleged forms part of the streets. The company in 1868, purchased the property from John Rochester, who represented that no legal subdivision of the land had been made, and the company believing that the land had not been divided or penetrated by streets, claim consideration at the hands of Council, and ask that instead of their being required to open up Queen Street, which runs through the centre of their grounds, and would afford every opportunity for accidents, if they be allowed to open up Oregon Street, at the northerly limit of the depot. It is more than probable that some such compromise will be effected, as the opening up of Queen Street would seriously obstruct the operations of the company, who, owing to the rapid increase of business, are already cramped for yard room.

*22/10/1883 Ottawa Free Press Carleton Place Chaudiere*

The new C.P. Ry. roundhouse will be finished this month.

*26/10/1883 Ottawa Citizen Carleton Place Chaudiere*

Shortly after two o'clock the old roundhouse situated on the north side of the track, was discovered to be on fire. Notwithstanding that the fire brigade was promptly on hand, it was found impossible to save the building, which was totally destroyed. Fortunately there were no locomotives in at the time, the last one having been taken out for shunting purposes just before the fire broke out. The origin of the fire is unknown. The loss is estimated at about \$3,000.

*29/10/1883 Ottawa Citizen Carleton Place Chaudiere*

The new CPR roundhouse will, it is expected, be completed about the 10th of next month.

*10/11/1883 Ottawa Citizen Carleton Place*

Canadian Pacific Railway. The winter arrangement of timetable will go into effect on this road on Monday, November 13th, when the new standard time will be adopted, which is three minutes faster than Ottawa time, six minutes slower than Montreal time, by which all their trains have been run heretofore.

*13/12/1883 Ottawa Citizen Carleton Place Chaudiere*

The new round house of the Canadian Pacific Railway Company at the Chaudiere is now completed and affords accommodation for twenty locomotives and tenders.

*19/05/1884 Ottawa Citizen Carleton Place Chaudiere*

Preparations for the opening of through traffic.

On the first of July next the Canadian Pacific Railway will commence to run its through fast passenger train from Montreal to Toronto, preparations for which are being actively made. The T on the south side of the Ottawa, close to the iron bridge, is to be at once filled in and a connecting track laid down between the two already existing. This will enable trains from both east and west to back into the city and thus avoid the delay consequent on having to "re-make up", which is unavoidable when they are run in, engine first, as at present. On the same date, the new immigrant sleepers which were constructed at Coburg will also be put upon the route, and will no doubt prove a great boon to this class of travellers, whose accommodation in this respect has been perhaps unduly neglected. It is an indication of the general briskness of business in this section that the company has never done a larger freight business than during this season, with every prospect of it continuing so to the end. All the engines from No. 285 to No. 299, inclusive are to be put on the Ontario division of the line; most of them are there already. This section will also be equipped with several first class sleepers, second to none on this continent, and which are now in course of construction. On the portion of line between Ottawa and Montreal and phosphate trade keeps a good many cars busy, and special trains to accommodate that description of traffic are being run.

*09/07/1884 Ottawa Free Press Carleton Place Ottawa, Broad Street*

A neat frame building is being erected at the union Station for the accommodation of the Dominion Express Company whose offices here will be opened shortly.

*21/08/1884 Ottawa Free Press Carleton Place Ottawa, Broad Street*

--Instructions have been issued to place the sleeper on the south track at the Union station every evening at eight o'clock, so that travellers may retire to their coaches early. The sleeper on the western express that arrives here at 4 o'clock in the morning will be shunted into the same track, and left there until nine o'clock in the morning, thus enabling the occupants to enjoy a full night's rest.

*03/12/1884 Ottawa Citizen Carleton Place Chaudiere*

The exhibition car of the Canadian Pacific Railway containing samples of agricultural produce from Manitoba and the North-West will arrive at the Union Station today and will be open to public inspection for a couple of days.

*20/02/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street*

A large force of men are at work in the R.R. yards clearing snow. At the C.P.R. a train is in active service and the snow is being put on flat cars, drawn to the bridge and thrown into the river.

*16/03/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street*

The new private car, built in the I.C.R. shops for Collingwood Schreiber has arrived and is at the C.P.R. station. It is a fine piece of workmanship, built much after the style of the famous drawing room cars and is called the "Ottawa". It is lettered on the outside "Government Railways of Canada. Prince Edward Island system."

NB. The Prince Edward Island system was narrow gauge.

*11/04/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street*

A new self coupler for freight cars will be tested at the Union station this afternoon. The coupler, which is the invention of a Canadian, consists of two large mouthed draw bars, with a catch in each for holding the link. In coupling it is only necessary to back the cars together, when the link will strike in the mouth of the drawbar and sliding up its sloping sides be held by the catch. In uncoupling cars the brakeman pulls a chain attached to the catch which drops it, allowing the link to come out. Patents, innumerable, are held for different couplers which will obviate the necessity of brakemen going between cars to couple them and thus reduce the terrible death rate among railway employees but as yet each patent has entailed too much expense on the companies adopting them to become general. It is hoped the present apparatus can be applied to freight cars cheaply enough to allow it to take the place of the present man trap used.

*11/04/1885 Ottawa Citizen Carleton Place Ottawa, Broad Street*

At four o'clock this afternoon a trial of a new car coupler will be made at the Union Station. This coupler, which is the invention of a Canadian, is already in use on several American railroads, is said not only to be strong, simple and serviceable, but to obviate all danger to the lives and limbs of those engaged in coupling cars.

*13/05/1885 Ottawa Citizen Carleton Place Chaudiere*

A slight accident occurred in the yard of the Canadian Pacific Railway here last evening about five o'clock, which resulted in the pilot of a locomotive being badly damaged and a few trifling other injuries being inflicted on the engine. Yard engines nos. 208 and 264 were on converging tracks with trains of cars, and both going in the same direction. No. 208, driven by Mr. Jeremiah Austin, had the start, and Mr. John Dudley, in charge of no. 264, went as far as he could with safety and then reversed with the intention of waiting until the other had passed. Unfortunately, however, he was on a grade and his train was too heavy a one to hold, and the cars forced him against a car belonging to the passing train, smashing his pilot and throwing the engine off the track. The rails were also badly twisted up, and the front truck of the locomotive was somewhat strained. Richard Botterall, the fireman of 264, fearing more serious results, jumped from his engine at the time of the collision and sprained an ankle. The whole damage is estimated at about \$75.

*05/06/1885 Ottawa Citizen Carleton Place Chaudiere*

The Canadian Pacific Railway pay car passed through here yesterday morning en route for North Bay. It is expected to return to Ottawa again in a few days when the employees will receive another portion of the pay due them.

*25/06/1885 Ottawa Citizen Carleton Place Chaudiere*

The Canadian Pacific Railway pay car arrived at the station here yesterday and the employees were paid a month's salary in account. Another visit is expected next week.

*07/07/1885 Ottawa Citizen Carleton Place Britannia*

Picnic at Britannia

The annual picnic of the Christ Church Congregation (Bells Corners) is to take place at the beautiful grove at the above popular summer resort on Wednesday 8th inst. A most enjoyable day is expected. Parties from the city can go and return by train (C.P.R.)

*08/07/1885 Ottawa Citizen Carleton Place*

The excursion committee of the Irish Protestant Benevolent Society met at the Secretary's office last evening and decided to have their annual excursion on 30th July. They intend to go by train to Carleton Place and then by boat up the Mississippi River and Lakes.

*10/07/1885 Ottawa Citizen Carleton Place*

Several new sleepers and three elegant dining room cars passed through the city the day before yesterday en route for Montreal. They are destined for use on the C.P.R. The sleepers will be placed upon the route at once but the dining room cars will not be used until the road is open to Port Arthur. The cars, which were manufactured by Barney and Smith Manufacturing Company of Dayton, Ohio, are elegantly finished and are to be the finest ever placed on any railway.

*25/07/1885 Ottawa Citizen Carleton Place Chaudiere*

Arrival of soldiers returning from west. Union Station crowded. "Cut Knife Hills Welcome Home Brave Sharpshooters".

*22/08/1885 Ottawa Citizen Carleton Place*

The pay car of the CPR which arrived in town on Thursday morning, proceeded up the line yesterday morning after the employees in this city had been paid.

*28/08/1885 Ottawa Citizen Carleton Place Britannia*

Picnic at Britannia.

Three special trains run from Union station.

*16/09/1885 Ottawa Citizen Carleton Place Carleton Place*

New locomotives.

Several heavy locomotives from the Carleton Place workshops have just been placed on the express train service on the C.P.R. They are splendid engines and are fitted with Westinghouse air brakes and other latest and best appliances for safety and speed.

*23/09/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street*

The idea of moving the station of the Canadian Pacific is already being mooted as the yard room at present is too small for the convenient transaction of business.

*30/09/1885 Ottawa Citizen Carleton Place Stittsville*

As the mixed train for Brockville which leaves this city at 8.30 p.m. was nearing Stittsville on Monday night it ran into a freight train which was standing on the track. The engine of the mixed burst into the van of the freight and telescoped into a box car of barrels just in front of it. Two flat cars were broken to pieces and a tank car was turned crossways on the track. When the driver of the mixed saw the danger he reversed his engine and both he and his fireman jumped. After the collision the engine rebounded and, being reversed, ran back a couple of miles towards Bells Corners taking the telescoped cars along. Conductor King who had charge of the train, telegraphed to this city for an engine to take them on. An engine and wrecking crew were sent out and soon succeeded in clearing the track. The engine of the mixed train was badly damaged. No person was hurt by the accident.

*18/11/1885 Ottawa Free Press Carleton Place Chaudiere*

The first through train of Manitoban wheat for this district has arrived and is consigned to Messrs. McKay & Co. of the Chaudiere.

*06/01/1886 Ottawa Citizen Carleton Place*

It is said that on the 10th June the first through passenger train will be started by the C.P.R. for Vancouver, British Columbia.

*23/03/1886 Ottawa Free Press Carleton Place Ottawa, Broad Street*

The new scheme for making the main approach to the Canadian Pacific railway station through the Richmond road and Ottawa street appears to find considerable favor amongst all classes. It will probably be completed at an early date.

*06/05/1886 Ottawa Journal Carleton Place Ottawa, Broad Street*

The C.P.R. waiting room at the depot is being repaired and painted over a new. The large clock which has been out of order for some time has been sent to Montreal for repairs.

*22/06/1886 Ottawa Citizen Carleton Place*

The opening of the Canadian Pacific Railway for traffic from Montreal through to the Pacific coast, which will mark the inception of a new era in Canadian history is now definitely fixed for Monday June 29, a week from next Monday. (NB. Monday was June 28).

*22/06/1886 Ottawa Journal Carleton Place Ottawa, Broad Street*

The Union depot is undergoing a thorough renovation. It has been raised, and a force of painters are at work putting on the last coat of paint. The depot will assume a much improved appearance, when the work is completed.

*29/06/1886 Ottawa Citizen Carleton Place*

From ocean to ocean. (extracts)

At Calumet the depot was elaborately decorated and illuminated. A band played popular airs and the large assemblage cheered the arrival and departure of the train. At Point Duchene and other places on the road to Ottawa, bonfires were lighted and houses were illuminated, and everywhere as the train passed it was greeted with local and enthusiastic cheers.

THE SCENE AT OTTAWA

No demonstration was organized in Ottawa to greet the passage of the train which was destined to become historic, but a large number of citizens gathered at the Union Depot last night some time before the time fixed for the arrival and enthusiastic contemplation of the prospect was the rule. The exuberance of the reception afforded the train from the moment of its leaving Montreal delayed it, and it was not until half an hour after the schedule time that its near approach to Ottawa became apparent. Then the pyrotechnic salute was given at the depot, the moving spirits being Messrs. William Porter and Pearce. The train backed into the depot in two sections, one being the through section and the other the regular Toronto train with extra baggage and mail cars attached. The through section consisted of the superb dining car "Holyrood", the sleeping car "Honolulu" two first class coaches and an emigrant sleeper. The crowd gathered at the depot sent no noisy cheers but made up in curiosity or interest what it lacked in exuberance. The cars had no sooner come to a stand still than they were invaded by a host of Ottawaites who eagerly examined the fittings and general arrangements. Many expressions of admiration were heard as the crowd filed through the cars, for the "Holyrood" and "Honolulu" are simply palaces on wheels. A Citizen reporter who went through the train succeeded in finding the first passenger who bought a through sleeping car ticket and in order that posterity may cherish his memory, his name is given. He was Mr. C.I. De Sola of the firm of De Sola and Ascher, Montreal.

The train being late on arrival at Ottawa was speedily sent forward on its journey, taking with it through passengers from this city.

As the cars began to move out of the depot, friendly hands were finally shaken, good wishes were exchanged and with buoyant feelings of patriotic pride the crowd left the depot and dispersed to the four quarters of the city.

Engine No. 300 which brought the train from Montreal was driven by Engineer Barrand, Fireman Maynes. Another engine was coupled on to No. 300 before she left Ottawa. No. 300 gave no outward sign of possession of the Montreal flag, the advent of which had been promised by telegraph.

*12/07/1886 Ottawa Citizen Carleton Place*

Several Ottawa merchants are at present engaged in negotiating with the CPR authorities with a view to availing themselves of the new facilities offered by the road for the transport of freight to and from the Pacific coast.

*02/11/1886 Ottawa Journal Carleton Place Union Depot chaudiere*

The C.P.R. Company is filling in the low stretch leading to Union depot, making it even with the roadway. When completed the job will prove a good one.

*08/01/1887 Ottawa Journal Carleton Place*

Two car loads of tea passed through the city yesterday afternoon on its way to Montreal. This shipment came from China via British Columbia and the C.P.R.

*23/02/1887 Ottawa Journal Carleton Place*

A large shipment of tea arrived in the city yesterday afternoon en route for Quebec where it will be shipped to England. This is one of the first and largest through shipments ever made over the line of the C.P.R. for England.

*17/03/1887 Ottawa Citizen Carleton Place Union Station chaudiere*

A very sad accident happened at the Union depot last evening about 10:30 just as the local train from Montreal on the C.P.R. was coming in. When about 50 yards from the station the baggage car ran off the track. Wallace Veitch, the baggageman, was inside, and immediately prepared to jump. Just as he sprang from the car it overturned, and falling upon him crushed him to death. The side of the car was chopped through to get to the body, which was found a shapeless mass, crushed beyond recognition. The sight was a horrible one, and the spectators, of whom a large number had gathered, turned away sickened at the horrible spectacle.

The deceased was a young man having 22 or 23 years of age. He was the son of W.M. Veitch, conductor on the C.P.R. and had himself been employed on that road for three or four years. He had been in the summer months, conductor on the Buckingham branch line which is not operated in the winter. His father was utterly prostrated with grief at the loss of his son and heartfelt sympathy was expressed for him on all sides at the station last evening.

Also reported in the Journal.

**18/03/1887   Ottawa Journal   Carleton Place   Bells Corners**

A collision occurred here early this morning shortly after midnight near Bells Corners, between the regular Toronto train which left at 8 p.m. And a freight train also going west. The passenger train left the Union station at 11.45 and when nearing Bells Corners overtook and collided with the freight. It appears that six of the cars from the freight train, which was in front of the passenger, got loose and were not observed by the conductor for some time. On becoming aware of the fact, and knowing that the passenger train was behind, he immediately went back intending to signal the approaching train but twas too late, as the collision had occurred. The engine of the passenger train was thrown off the track, the plucky engineer reversing his engine, holding fast to his post and escaped unhurt. Freight cars caught fire -- Engine sent for and brought passenger cars back to Ottawa -- More

**09/04/1887   Ottawa Journal   Carleton Place**

Forty-two car loads of tea passed through the city on the line of the C.P.R. on Thursday afternoon for Montreal. The tea was shipped direct from China via Victoria and the C.P.R.

**14/05/1887   Ottawa Citizen   Carleton Place   Chaudiere water**

Mr. Spencer has written the Waterworks Committee offering to pay \$1,000 per year for the supply of water for the C.P.R. engines and wanting a contract for that amount. The original agreement was \$60 per engine, 15 being the number calculated, but it appears that 25 were last year watered in place of the number paid for. Mr. Surtees has been instructed to write to the C.P.R. asking them to pay at the original rate of \$60 per engine. The company are thinking of building a water tank of their own for the supply of their engines.

**25/05/1887   Ottawa Journal   Carleton Place   Britannia**

The railway station is still neglected by the C.P.R. people; no platform - no name - not even a shed to protect from the rain those waiting for the cars.

**14/06/1887   Ottawa Journal   Carleton Place   Britannia**

The C.P.R. have just completed a cattle shed for the shipment of livestock from this station, but there is no appearance yet of any improvements for the residents, who have sometimes to wait for the trains.

**04/07/1887   Ottawa Journal   Carleton Place**

A carload of silk en route to New York from Japan passed through here on the C.P.R. a few days ago.

**28/07/1887   Ottawa Journal   Carleton Place   Union depot**

The Canadian Pacific Railroad Company have commenced to make a small addition to their freight sheds at the Union depot for the accommodation of small freight.

**09/08/1887   Ottawa Journal   Carleton Place   Union depot chaudiere**

A yard engine and freight car got off the track at the Union Station yesterday afternoon. The mishap occurred on the Y used for turning down passenger trains. When the Toronto express boomed along on time as usual at 5.25 p.m. the cars had to be shunted severally in the yard and the engine turned on a table. Very few minutes were lost in the operation.

**24/08/1887   Ottawa Free Press   Carleton Place   Chaudiere**

One of the engines at the round house at the C.P.R. depot came sliding down to the turntable today and pitched quietly in. It took a gang of workmen some little time to "jack" it out again. It appears that after having been cleaned the throttle valve of the locomotive had been left open and this caused the occurrence.

**28/09/1887   Ottawa Journal   Carleton Place   Union depot xchaudiere**

The C.P.R. Company are making extensive repairs to their locomotive sheds at the Union depot.

**30/09/1887   Ottawa Free Press   Carleton Place   Chaudiere**

Seven engines have left the C.P.R. station for the Algoma branch. As most of the engineers and firemen are married, there will be a great reduction in business receipts and empty houses in the Flats in consequence.

**06/10/1887   Ottawa Journal   Carleton Place   Union Depot**

The Canadian Pacific Railway Company have completed the work of getting in their winter coal supply for use on the line during the winter months. There is now stored at the Union Depot 50,000 tons of soft coal.

**08/10/1887   Ottawa Journal   Carleton Place   Richmond Road**

The Canadian Pacific Railway company have replaced the gate at the railway crossing on Richmond Road with a new one. The old one was broken about a week ago by a freight train.

**21/10/1887   Ottawa Free Press   Carleton Place   Chaudiere**

Several engines left today for the Algoma branch.

**27/10/1887   Ottawa Journal   Carleton Place   Union Depot chaudiere**

Last week a fire occurred in the winter supply of coal at the C.P.R. depot, which amounts to about 50,000 tons. The fire is still smoldering and several streams of water are playing on it all the time. The fire was caused by spontaneous combustion.

**09/11/1887   Ottawa Journal   Carleton Place   Union Depot chaudiere**

The Canadian Pacific Railway Company have just completed the construction at Union Depot of a large platform scale, the platform of which is supplied with rails, and the cars wheeled on to it. They are used for weighing coal and other freight.

**23/11/1887   Ottawa Journal   Carleton Place   Union Depot**

The Canadian Pacific Railway Company have a number of workmen engaged making repairs to the company's round house at the Union depot.

**12/12/1887   Ottawa Journal   Carleton Place   Union Depot**

The C.P.R. company have a gang of men engaged constructing a new side track from the Union Depot to the locomotive turn house. This is to accommodate a larger number of locomotives.

**09/01/1888   Ottawa Citizen   Carleton Place**

Yesterday morning a funeral special with Mr. H.B. Spencer and between four and five hundred railway employees went to Brockville to attend the funeral of Engineer Charles Atkinson. The engine was completely draped in black. The deceased's body came down on the Winnipeg train and thence to Brockville.

**08/03/1888 Ottawa Free Press Carleton Place**

Two car loads of silk valued at \$300,000 passed through the city yesterday inbound via the Canadian Pacific Railway. It came direct from Yokohama, Japan and is consigned to a house in New York.

**13/03/1888 Ottawa Journal Carleton Place Union Depot chaudiere**

The Canadian Pacific Railway Company have a number of workmen rebuilding a portion of the brick wall of the old locomotive sheds which were knocked down last week by a heavy freight locomotive backing against it.

**03/05/1888 Ottawa Journal Carleton Place**

The Canadian Pacific Railway have a large gang of men working between Ottawa and Carleton Place reballasting their track which in places has been washed out by spring rains.

**03/05/1888 Ottawa Free Press Carleton Place Britannia**

There are some 500 people already out at Britannia for the summer. They are applying to the C.P.R. railway to grant them a local train and also to put up some sort of a shelter at the station.

**01/08/1888 Ottawa Free Press Carleton Place Skeads Mill**

Skead's mills on the Richmond road were consumed by fire this afternoon.--The Eddy fire engine left for the scene by special train on the C.P.R. shortly before 3 o'clock. -- Owned by E.B. Eddy, known as Eddy's South Shore mill --

**02/11/1888 Ottawa Free Press Carleton Place Ottawa, Broad Street**

At the C.P.R. station this afternoon a very interesting and curious trial was made of a new track weighing machine.

**21/12/1888 Ottawa Journal Carleton Place Union Depot chaudiere**

A fire occurred last night in a shed belonging to the C.P.R. company at the union station used for drying sand and heating oil. It was extinguished with little difficulty by the brigade. The loss will be about \$300. The fire is supposed to have occurred from a defective chimney.

**21/01/1889 Ottawa Journal Carleton Place Ottawa**

A lady passenger on the west bound train on the C.P.R. last evening became a mother shortly after the train left Ottawa. She was removed from the car at Almonte where she will remain until ready to continue her journey to California whither she was bound to join her husband.

**29/04/1889 Ottawa Journal Carleton Place Britannia**

Commencing Wednesday May 1st, trains will leave Britannia at 8 a.m. for Ottawa and leave Ottawa for Britannia in addition to regular train service.

**03/05/1889 Ottawa Journal Carleton Place**

New timetable advertisement effective this date.

12.20 Pacific Express.

04.30 Atlantic Express via Montreal

07.00 Montreal local

07.45 Prescott

11.35 Brockville/Perth, Toronto

11.45 Boston Express via Montreal

13.45 New York via Prescott

13.50 Sault Ste. Marie, St. Paul and Minneapolis

16.40 Montreal Express

20.30 Carleton Place, Smiths Falls and Brockville

22.45 Western Express - Kingston, Toronto and points west

In addition to main line trains a suburban service is advertised.

Aylmer leaving 09.30, 12.40 and 5.00 p.m.

Britannia leaving 07.40, 11.35, 13.50, 18.00, 20.30 and 22.45.

**20/05/1889 Ottawa Journal Carleton Place Ottawa, Broad Street chaudiere**

The C.P.R. station policemen are waging war on a crowd of watch peddlars who infest the station platform and dupe the uninitiated.

**20/05/1889 Ottawa Citizen Carleton Place Britannia**

Britannia entirely outdistances Aylmer in the matter of train accommodation. The C.P.R. management has shown its liberality by putting on the "special" six weeks earlier than last year, and the train has been well patronized. What the company wants to do, however, is to erect a decent station house, the increasing popularity of Britannia as a health resort warranting something better than the little cabin which does duty as waiting room, telegraph office, etc. At the very least a respectable shed ought to be erected to protect passengers from sun or rain while waiting for the train.

A melancholy affair took place a few days ago. One of the curiosities of Britannia was County Crown Attorney Mosgrove's three legged dog Jumbo. Jumbo had the audacity to try a round with the Toronto express and was knocked out at the first blow. The villagers gave him a decent burial, and a little mound opposite the station house with suitable memorial at its head, and the inscription on the fence, "here lies poor Jumbo," should be a warning to bipeds as well as quadrupeds not to fool with the trains.

**04/06/1889 Ottawa Journal Carleton Place Ottawa, Broad Street chaudiere**

The first through train from Minneapolis and St. Paul over the C.P.R. "Soo" line rolled into Ottawa at 11.20 this morning, not only on time but a few minutes "too previous". This notwithstanding a slight mishap the air brake of the coach having broken down. The train consisted of dining, sleeping and passenger cars, a colonist sleeper, and large new baggage car bearing an inscription of the new route. This train, although through from Minneapolis had no through passengers but was started on in order to open up the line to the east. The first regular train left Minneapolis last night, reaching the Soo this morning and will pass through Ottawa to-night.

**08/07/1889 Ottawa Citizen Carleton Place Britannia**

It is said the C.P.R. intend (sic) shortly building an extensive station at Britannia, and the erection of a handsome hotel at Sandy Beach is also spoken of.

**10/07/1889 Ottawa Journal Carleton Place Ottawa, Broad Street chaudiere**

The C.P. Ry. had a large staff at work on Sunday last repairing the line in the neighbourhood of the depot at the Chaudiere.

**04/10/1889 Ottawa Free Press Carleton Place Britannia**

The extra suburban trains that have been running all summer to Britannia will be discontinued after October 10th next and residents of that suburb will have to accommodate themselves to the regular ordinary trains.

**30/12/1889 Ottawa Journal Carleton Place Britannia**

CPR timetable advertisement does not show a specific service to Britannia, only to Aylmer.

**04/06/1890 Ottawa Free Press Carleton Place Ottawa, Broad Street**

Arrival of Prince Arthur, Duke and Duchess of Connaught at C.P.R depot at 1.15 p.m. -- the locomotive was gaily dressed with bunting and flags.

**01/08/1890 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Mills Argue, for some time a member of the city police force, has resigned that position, having been appointed constable at the C.P.R. station, vice Constable Johnston who has been promoted to the position of baggage master. Both the new appointment and the promotion are well deserved by the recipients.

**13/10/1890 Ottawa Journal Carleton Place**

CPR timetable advertisement shows trains to Britannia at 7:45; 11:35, 15:40; 18:00; 20:00 and 22:45. Afternoon train leaves at 13:45.

**14/03/1891 Ottawa Journal Carleton Place**

Two car loads of fine silk en route from China to England passed through the city on the Winnipeg train yesterday.

**17/04/1891 Renfrew Mercury Carleton Place Westboro**

The property known as Skead's "Mills," Nepean, about two miles west of Ottawa, containing about 69 acres, has been purchased by the C.P.R. for the sum of \$15,000. It is not yet known what use will be made of the property, but it is said that the Company will expend about \$25,000 this spring and summer; and contemplate, also, erecting a fine station there, making the place a summer resort.

**08/06/1891 Ottawa Journal Carleton Place Britannia**

New CPR timetable advertisement - similar trains to Britannia as previously.

**10/06/1891 Ottawa Journal Carleton Place**

Account of the funeral of Sir John A. Macdonald. Queen Street West and so to the depot. Also covered in the Ottawa Free Press:

-consisted of one buffet car for representatives of the press, government private cars - "Ottawa" and "Cumberland" for cabinet ministers, Canadian Pacific car No. 417, specially fitted up for the remains, Canadian Pacific private car "Matapedia" for Lady MacDonald and family. All the cars are heavily draped. These are the only cars going in the funeral train today but tomorrow there will be one or two specials with senators, members of parliament and others going to Kingston.

**11/06/1891 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Funeral of Sir John A. MacDonald.

At the station

Every foot of space about the railway station was occupied by the great concourse gathered to see the last sad scene in the state pageant. It was a crowd that reeked not the pouring rain --

The train which was to carry the remains from the Capital was waiting at the depot draped in black and decked out in trappings appropriate to the mournful mission. It was made up of six cars, the hindmost one the official coach "Matapedia" being reserved for the chief mourners and the clergy. Next in front was the funeral car. This was an express coach. The side door next to the platform was open, and from it led a broad gangway covered with carpet. The interior was heavily draped in black, being all around the sides, and the roof was canopied as well, leaving but a single centre space, wherein was put a single white shaded lamp. Below it, on the centre of the carpeted floor was a low pedestal designed to hold the casket. The cars proceeding it were the "Ottawa" and the "Cumberland" for the Ministers of State, and two others for the parliamentary party and the Kingston delegates headed by Mayor Drennan. The entire train was heavily hung with mourning symbols, and the engine too was decked in black.

--

The engine was No. 283 with J. Hollyoak as driver; H. Fraser, fireman, H. Moore, conductor; J. Kelley, baggageman; John Woods and David White, brakemen; and E. White, trainmaster.--

Second car was 416.

Third car "Carillon", fourth car "Ottawa", fifth car "Cumberland" The sixth car contained the casket, the seventh car "Matapedia"--

Stops were made at Carleton Place, Smiths Falls, Perth and Sharbot Lake.

See also the entry for 10 March 1939

**22/07/1891 Ottawa Journal Carleton Place Ottawa, Broad Street**

A gang of men are engaged in putting in a rough stone bed in the C.P.R. yard at the Union depot, so as to make a foundation for filling in the space between the platforms. This will effect a great improvement, as the low level of the yard had always formed a mud hole in wet weather.

**23/10/1891 Ottawa Journal Carleton Place Ottawa, Broad Street**

CPR is about to put a fence down the middle of Broad Street from the aqueduct bridge near Wellington to Oregon. Reason - to keep cabmen outside the yard.

**03/03/1892 Ottawa Journal Carleton Place Stittsville**

Accident to the Brockville train this morning.

As a result of an accident on the CPR at Stittsville the Brockville mixed train, due here at 8.55 this morning did not arrive till 11.30. While running into Stittsville station the train went through an open switch and dashed into a number of freight cars standing on the siding.

More.

**03/03/1892 Ottawa Free Press Carleton Place Chaudiere**

The C.P.R. are erecting a large derrick at the Union Depot for loading stone upon the cars.

**30/04/1892 Ottawa Journal Carleton Place Britannia**

The C.P.R. suburban train service to Britannia commences on Monday and will be the same as last year.

**02/05/1892 Ottawa Free Press Carleton Place Britannia**

The C.P.R. company commenced running the suburban trains to Aylmer and Britannia today. The hours for departing and arriving are the same as for last season.

**24/06/1892 Ottawa Citizen Carleton Place Ottawa, Broad Street chaudiere**

During the past few days decided improvements have been noticeable in the vicinity of the C.P.R. depot. Ald. Scrim, to the letter of the contract, has converted the space fenced in at the front of the depot to a veritable flower garden, and the authorities are instrumental in enhancing the appearance of the place, and abating the annoyance to passengers by keeping the hackmen on their new stand on Ottawa street until called for.

**18/07/1892 Ottawa Citizen Carleton Place**

In connection with the rumored probability of the erection of new C.P.R. workshops at Skead's Mills, Mr. H.B, Spencer, superintendent of the eastern district states that he has no intimation so far of such a project. The property owned by the company at that place is at present being utilized for sidings. If shops were even to be erected in this section at all, he said, it would likely be at that place as the site is a splendid one for the purpose.

**30/07/1892 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The fire brigade were called out last evening at about half past five, in the roof of the C.P.R Union depot. For a time the blaze looked very threatening but the railway company's hose and other provisions in each depot in case of fire, were soon at work and soon had the blaze almost extinguished before the reels arrived. No damage was done except that the roof was slightly destroyed.

**17/08/1892 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The offices at the Union depot are being thoroughly overhauled and repaired. The second class waiting room was completed this morning and certainly looks better than it ever did before. It looks clean and neat and will be found much more comfortable by those having to use it than it has hitherto.

**16/09/1892 Ottawa Journal Carleton Place Bells Corners**

A young lady of Gloucester st. recently bought a first class ticket for Bells Corners at the C.P.R. ticket office at the depot. When she presented it to the conductor shortly after the train left the city, he threw it back in her lap, saying gruffly, "We don't stop at Bell's Corners, you'll have to get off at Britannia." The lady replied that she had bought the ticket and he must let her off there. The conductor said the agent had no right to sell her a ticket for Bell's Corners as it was no longer used, and walked off.

The lady thought she had right on her side, but for fear of being carried past the Corners decided to get off at Britannia and find someone to drive her the rest of the way. As she was getting off the conductor came up and said she could get on again and he would stop for her. She did so, and the train stopped that day at the old tumble down station at Bell's Corners.

She says she thinks the agent who sold her the ticket was a new man or a temporary hand, as she has since heard that the company has not for some time been in the habit of selling tickets to the Corners except on the fair days, and then it is quite a favor.

Bell's Corners used to be a station, but as the C.P.R. could not come to terms for the purchase of the land to made the road to connect the station and the traveled road, for the convenience of the passengers, they shut the station up. At present the station can only be reached by a forbidden short cut through a field owned by a man who has a board up threatening prosecution, or by a circuitous route of a mile or more, by which vehicles cannot go.

**19/09/1892 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The C.P.R is laying a new platform at the Union depot from the end of their Soo platform to the old platform where the menageries and circuses always stop.

**22/12/1892 Ottawa Journal Carleton Place Ottawa Broad Street**

A new safety switch has just been patented by J.P. Kelly, section foreman on the Canadian Pacific railway and Jos. Leslie, the new roadmaster on the Parry Sound railway both of Ottawa. The inventor is Mr. J.P. Kelly. It is claimed for the new invention that it will positively prevent derailment from an open switch. The patent is adaptable to both single and double switches. It stated trials have been made which prove the anti derailing qualities of the switch. In addition to its sureness it is claimed to be light in weight and easily worked. It is said the C.P.R. will make a test of the new invention with a view to its adoption.

**24/04/1893 Ottawa Journal Carleton Place Britannia**

The C.P.R. suburban service between Ottawa and Britannia and Ottawa and Buckingham will commence on 1st of May.

**25/04/1893 Ottawa Journal Carleton Place Richmond Road chaudiere**

There is to be a much needed improvement in the C.P.R. crossing on the Richmond Road. A great deal of time has been lost of late when trains were crossing, owing to the man on duty having a long way to walk to attend to the switches and gates. Mr. Spencer has been spoken to, and all using the crossing will be glad to hear that he at once investigated the matter and new gates to work the switches automatically as they open and shut are now being constructed and will soon be placed in condition.

**15/05/1893 Ottawa Journal Carleton Place Ottawa, Broad Street**

An addition is being made to the baggage shed at the C.P.R. Union depot by means of which the space for storage of baggage will be much enlarged.

**13/07/1893 Ottawa Free Press Carleton Place Chaudiere wood**

The coal hoist which has been in the course of erection at the southern end of the C.P.R. yards, is just about completed. It will be ready for filling the tenders within a few days time.

**18/08/1893 Ottawa Citizen Carleton Place Ottawa, Broad Street**

When the improvements now in progress are finished the ladies waiting room at the C.P.R depot will be one of the coziest station apartments on the whole line. The walls have been prettily tinted, the ceilings frescoed and the floor laid with an expensive carpet. In addition to the three large plush trimmed settees just put in, there will be easy chairs and tables, and it is Assistant Superintendent Spencer's intention to have a woman in charge of the room.

**22/08/1893 Ottawa Citizen Carleton Place Britannia**

The residents of Britannia appreciate the action of the C.P.R. in placing a number of nice seats at the station there.

**02/10/1893 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Assistant Superintendent Spencer has had a new stand fixed up for the cab men at the C.P.R. station. A neat shelter has also been provided and the company will supply fuel to heat it comfortably during the winter, the idea being to afford the hackmen such accommodation as will remove the necessity for the invasion of the station platform.

**25/01/1894 Ottawa Free Press Carleton Place Chaudiere wood**

The Canadian Pacific railway is completing the erection of the steam coal hoist in the Chaudiere yards which was started last summer. The engine tenders can take on then supplies of coal very much more quickly by this new method. It is expected that the apparatus will be in running order in a couple of weeks.

**08/03/1894 Ottawa Free Press Carleton Place Chaudiere wood**

A new apparatus at the Union depot which has been in the course of construction since last summer, has commenced operations. This is the coal hoist which fills the tenders of all engines in the yard. The necessary coal for an engine can be taken on in a very short time. The power for hoisting the coal is supplied from a neighboring engine.

**30/04/1894 Ottawa Journal Carleton Place Britannia**

The CPR summer service to Britannia and Aylmer will start May 15.

**19/06/1894 Ottawa Journal Carleton Place**

New rails have been placed on the CPR between the city and Bell's Corners.



**21/08/1894 Ottawa Journal Carleton Place**

The CPR are laying new rails on their line between here and Smiths Falls. Over one hundred men are at work.

**25/08/1894 Ottawa Free Press Carleton Place Britannia**

The C.P.R. officials have installed an operator at Britannia, George Pit, and intend ballasting thoroughly between Ottawa and Carleton Junction.

**24/09/1894 Ottawa Journal Carleton Place Britannia**

One cow killed a score - see drawing also.

There was a wholesale butchery of cattle on the C.P.R. track at Britannia at an early hour this morning through the derailing of a stock train from the Northwest. The train was composed of about twenty-five cars which were filled with more than three hundred head of cattle bound for the English stock market.

As the train was passing through Britannia at twelve minutes past three this morning the engineer noted a cow lying on the crossing only a few yards west of the station. He whistled several times but the animal refused to move, and as the train was travelling at the rate of fifteen miles an hour, it could not be controlled in time to avert striking the animal.

#### STRUCK THE ANIMAL

When the engine struck the cow, instead of being knocked off the track, the animal got under the cow catcher. It was dragged along under the engine for about one hundred yards rolled up in a ball. Then the cow got before the trucks of the first car of the train and soon the front trucks of this car were wrenched off, and the car and seventeen others that followed filled with their living freight were thrown into the ditch.

#### AN APPALLING SCENE

The scene which followed is described by an eye witness as appalling.

The groans of the dying cattle could be heard fully a mile away. So pitiful were their moans that they caused one to shudder. Many of the cattle were killed outright, their bodies being horribly mutilated. Others were pinned beneath the timbers of the wrecked train in dreadful suffering.

The train hands and those in charge of the cattle had nothing else to do than to cut the throats of these animals.

Other cattle that were injured beyond hope of recovery were killed on the spot that their flesh might be bought by the city butchers and thus the owner of them recover something that he would not have done had they been left to die.

More

City butchers informed.

Wrecking trains arrive. Track cleared shortly after one o'clock this afternoon.

255 head of cattle belonging to Mr. Gordon Ironside, Calgary and three carloads of forty-three belonging to Mr. J. McMullen of Prince Albert. McMullen's shipment was on the rear of the train and was not affected. Of the Ironside shipment, twenty-two were killed, four butchered and three disabled.

More crew details - locomotive No. 282 was rerailed with jacks.

Also covered in Ottawa Free Press same date.

**05/11/1894 Ottawa Free Press Carleton Place Ottawa, Broad Street**

For the convenience of passengers travelling by Canadian Pacific railway two large signs have been placed at the Union Depot announcing the arrival and departure of C.P.R. trains. This improvement seems to have been appreciated by the travelling public and does away with a great deal of unnecessary questioning of the station constable.

**08/02/1895 Ottawa Journal Carleton Place Britannia**

Station Agent Mccammond's house at Britannia that was burned down on Wednesday was insured for \$300. All the furniture was saved.

NB - this may not be the station.

**03/05/1895 Ottawa Journal Carleton Place Britannia**

Yesterday it was intimated that the probable time for the leaving Britannia of the morning train would be 8.30 as desired by a majority of those interested and this is the hour fixed upon the local service having been begun yesterday; and the former afternoon local will now be an evening one, leaving Ottawa at 9.40 and Britannia at 10 o'clock, thus bringing in after an evening's enjoyment, those who may go out to visit friends in the afternoon. No better arrangement could be desired and Mr. Spencer deserves thanks those interested say, for his consideration for the Burghers and their friends.

**13/09/1895 Ottawa Journal Carleton Place Britannia**

The C.P.R. authorities having taken in hand the prosecution of the rowdies who violently assaulted the station agent at Britannia, they will now likely receive their just deserts.

**14/11/1895 Ottawa Journal Carleton Place Ottawa, Broad Street**

CPR depot burnt.

Four charred walls are all that remains to show that there was once a C.P.R. depot in Ottawa. The building was almost totally destroyed by fire about six o'clock this morning.

A lot more with drawing - get a copy.

**14/11/1895 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The Canadian Pacific depot is in ashes. It was the scene of a fierce blaze which raged from 6 o'clock this morning steadily for more than two hours. The building was of wood and therefore of an inflammable nature affording every inducement for a big fire.

Full description.--

The C.P.R. depot was once before the scene of a conflagration but escaped the big conflagration at the Chaudiere a few years ago when the hotel opposite and many of the surrounding frame structures were destroyed.--

**15/11/1895 Ottawa Journal Carleton Place Ottawa, Broad Street**

No decision yet on rebuilding the depot or whether CPR will run into Central depot.

**15/11/1895 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Passengers from the west had rather a warm reception at the C.P.R. station yesterday morning. When the Montreal express steamed in at six o'clock the station building was all ablaze. It made a furious fire. The structure, entirely of wood, burned up like a bonfire. More.

Several times the main freight shed, just across the tracks, took fire but the watchfulness of the brigade prevented the spread of the flames. More.

C.A.R. offered the use of Elgin Street station but this would interfere with the operation of the railway.

*15/11/1895 Ottawa Free Press Carleton Place Ottawa, Broad Street*

General Superintendent C.W. Spencer of Montreal arrived in the city last evening in connection with the disastrous fire at the Central station yesterday forenoon, which has brought such a considerable loss on the Canadian Pacific Railway company. He went over the wrecked building in company with the divisional superintendent and seemed to be much of the same opinion as the latter in regard to the practicability of carrying our repairs on the present edifice. It is too far ruined to allow of being put together again without first being torn to the ground.

Mr. C.W. Spencer confirms the statement in last night's Free Press that the idea of removing the traffic to the proposed central depot without going to the expense of putting up a temporary station at the Chaudiere is impossible under existing circumstances.--

One thing is certain that a new station house of some kind will be put up at the present depot although the chances are that the site will be altered slightly. In the meantime a rough building will be put together on the platform between the present station house and the Express company building. This will be done at once and until it is completed a couple of first class coaches will have to serve to accommodate waiting passengers.

The ticket office at the station, which was completely destroyed, will be reopened at once, but until all arrangements in that connection are made intending passengers will have to purchase their tickets at the top town office.

The telegraphic service was completely restored yesterday afternoon with all points and is working in first class order, only the line business being managed from the station.

Insurance, investigation etc.

*18/11/1895 Ottawa Free Press Carleton Place Ottawa, Broad Street*

The action of the Canadian Pacific railway company does not point in the direction of the Union depot long remaining the only station that company will possess in Ottawa, and there are many surmises today that the order given out from headquarters imply a move on the part of the company in the direction of finding an entry to the city by such a route as will enable the line to make use of the new central station at no distant date.

This morning a gang of workmen started operations at the scene of the late fire and instead of pulling down the partially burned building they are now busily engaged in repairing it in such a manner as will make it serviceable for some time to come. The first information was that a new station would be built with enlarged accommodation but a change appears to have come over the plans of the company with the result that apparently points to another and much better entry to the city.

--

*19/11/1895 Ottawa Free Press Carleton Place Ottawa, Broad Street*

Mr. H.B. Spencer, divisional superintendent of the Canadian Pacific railway, stated this morning that it would be a full month before the Union depot building would be completed. The edifice will be built on exactly the same lines as the one which was destroyed. Two coaches have been placed on one of the sidings and are used for the accommodation of those awaiting trains.

*22/11/1895 Brockville Recorder Carleton Place Ottawa, Broad Street*

The C.P.R. passenger depot was completely destroyed by fire this morning, about six o'clock. The fire started between the restaurant and the agent's office, and spread so rapidly that little or nothing was saved. The dispatchers' office, superintendent's office and baggage room were completely destroyed. There was considerable baggage and some mail matter consumed. The buildings on the opposite side of the street were badly scorched. The origin of the fire is unknown as yet. The buildings were covered by insurance.

*23/11/1895 Ottawa Citizen Carleton Place Ottawa, Broad Street*

The burnt sheeting on the old C.P.R. station is nearly all torn away and work is rapidly progressing in fitting the building up for occupancy. In the meantime cars are used for waiting rooms etc., for which purpose they answer splendidly.

*04/12/1895 Ottawa Journal Carleton Place Ottawa, Broad Street*

The C.P.R. depot has a new roof now and work is going on at present on the inside fixings. It will not be long before it is completed.

*23/01/1896 Ottawa Free Press Carleton Place Ottawa, Broad Street*

The Canadian Pacific depot will be ready for reopening in a few days. The carpenters have about finished and the painters are hustling the work consistent with a good job. Mr. H.B. Spencer is doing everything to facilitate the comfort of travellers and hopes to have everything in good shape by Monday.

*29/01/1896 Ottawa Citizen Carleton Place Ottawa, Broad Street*

The C.P.R. station recently burnt by fire was reopened yesterday. The apartments which suffered have been fitted up in a better shape than before.

*29/01/1896 Ottawa Journal Carleton Place Ottawa, Broad Street*

The C.P.R. station was re-opened again yesterday.

*31/01/1896 Ottawa Citizen Carleton Place Ottawa, Broad Street*

The C.P.R. company officials are vacating the quarters occupied by them in the Ontario Chambers since the fire at the station, and taking up their offices again at the station.

*18/03/1896 Ottawa Journal Carleton Place Britannia*

The Toronto express due here about 6 o'clock this morning had a narrow escape from being ditched a short distance west of Britannia.

About half past five o'clock, while descending the grade from Bells Corners at a speed of fifty miles an hour, the side rod of the engine broke. The driving wheels of the engine were instantly derailed and in this dangerous condition the engine plunged along for 2,500 feet, almost half a mile, the broken side rod inserting deep holes into the frozen earth and threatening to derail the train at every revolution. The spokes of the driving wheels bumping along over the ties were smashed out and a hole was stove into the boiler from which all the steam escaped. That the train escaped being ditched is indeed remarkable. Fireman's narrow escape.

When the side rod broke it dashed through the cabin of the engine just missing striking the fireman who was sitting on his bench. Had it hit him he would have instantly been killed. As the engine plunged along the driving wheels cut off the bolts that joined the rails together as clean as if it had been done by a steel cutter. The truck wheels of the engine kept the track or a more serious accident would have had to be reported.

The train was an unusually long one and had a large number of passengers on board among them Clarke Wallace, M.P., Park Commissioners Christie and Askwith of Ottawa.

Wrecking Train Out

A wrecking train was sent out from the city to bring in the express and the disabled engine. The train arrived in Ottawa two and a half hours late.

Praise for the Hands

Edgar Willis, Secretary of the Board of Trade of Toronto, who was a passenger on the train, telegraphed Sir Wm. Van Horne an acknowledgement of the bravery of the engineer and fireman who stuck to their posts, thus averting what would have been a very serious accident.

Also reported in Ottawa Free Press, same date.

*13/04/1896 Ottawa Citizen Carleton Place Bells Corners*

Passengers on the C.P.R. train from the west on Saturday morning reported that while running across a field to catch the train at Bells Corners two young men got into a ditch and one sank to his chin in the slush. His companion assisted him out. They missed the train.

**07/05/1896 Ottawa Journal Carleton Place**

The summer suburban service to Britannia and Aylmer goes into effect on Sunday next.

**03/08/1896 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Station constable Robillard is having more trouble with hens scratching in the flower beds alongside of the station. The constable, who pays great attention to the flowers, purposes obtaining a little shot gun for the feathered intruders.

**07/08/1896 Ottawa Journal Carleton Place Britannia**

Three waggon loads of cheese were delivered here yesterday and passed on to Montreal in the afternoon. The boxes numbered 79, each weighing about 75 pounds, and were from the factory of Mr. Everett on the Bearman Farm. The shipping of dairy goods from this point is a new feature of the activities of the place and points to the need of improved accommodation at the station for both people and products.

**17/11/1896 Ottawa Citizen Carleton Place Ottawa, Broad Street**

Mr. Hugh Fitzpatrick, late of the Hull Electric Railway, has been appointed constable at the C.P.R. station as successor to Mr. F. Cowan who has been appointed baggage master.

**20/11/1896 Ottawa Journal Carleton Place Chaudiere**

The C.P.R. weigh scale building at the Union station was blown down in the wind storm Wednesday night. The debris was removed yesterday.

**08/07/1897 Ottawa Free Press Carleton Place Britannia**

Commencing Friday evening, July 9th, and every Thursday (could be Tuesday), Friday and Saturday until further notice, special trains will leave Britannia at 9.50 p.m., arriving Ottawa at 10 p.m.

**13/08/1897 Ottawa Free Press Carleton Place Britannia**

A number of city youths summering at Britannia were charged before County Magistrate Smith this morning with assaulting the station agent on a recent occasion. It seems the boys were in the station waiting for the 10.33 p.m. train from Ottawa and were ordered out by the agent. Hot words were followed by blows and the magistrate settled it by fining one defendant and dismissing the charges against the two others.

**02/09/1897 Ottawa Journal Carleton Place Ottawa, Broad Street**

Special celebration to greet Sir Wilfred Laurier on his homecoming. He arrived over the CPR at the Union depot.

**14/10/1897 Ottawa Journal Carleton Place Stittsville**

Collision between Toronto express and a freight train about three miles on the Ottawa side of Stittsville. See accident file. Also reported in the Ottawa Free Press, same date.

**15/10/1897 Ottawa Citizen Carleton Place Stittsville**

Head on collision two miles this side of Stittsville 4 killed.

**15/10/1897 Ottawa Free Press Carleton Place Stittsville**

Drawing of the wreck,

**19/10/1897 Ottawa Free Press Carleton Place Stittsville**

Mr. William McAllister, the Carleton Place photographer, was at the scene of the recent C.P.R. wreck and took a number of excellent views of the catastrophe. He has disposed of over fifty to C.P.R. employees.

**09/11/1897 Ottawa Journal Carleton Place Ottawa, Broad Street**

Broad street will be widened to its full width of 66 feet. The C.P.R. will lease to the city the land that is required for the purpose. More.

**03/12/1897 Eastern Ontario Review Carleton Place Stittsville**

Alex McQuaig, the engineer charged with manslaughter as a result of the accident at Stittsville, has been committed for trial.

**23/12/1897 Ottawa Journal Carleton Place Britannia**

Judge Mosgrove informed a representative of the Journal to-day that on his arrival at the railway station at Britannia this morning, he and a number of other passengers were compelled to wait outside for the arrival of the train, for the station had been occupied during the night by a cow. The useful and generally inoffensive animal had not strayed in here of her own accord, but coming down as freight last night, it was alleged, been placed there by the officials of the railway.

His Honor says the station at Britannia is not a particularly commodious one, but its accommodations are manifold. It answers the purpose of a waiting room for passengers, a freight shed and a cattle yard.

The peculiar odor of the place after a bovine has occupied it during the night makes it particularly pleasant as a waiting room.

**14/05/1898 Ottawa Journal Carleton Place Ottawa, Broad Street**

Commencing Monday 16th trains between Ottawa and Prescott will resume arriving and departing from the Union Depot.

**29/06/1898 Ottawa Journal Carleton Place**

CPR running excursions to Britannia for Dominion Day.

**25/07/1898 Ottawa Journal Carleton Place Stittsville**

On Saturday night about 11.30 p.m. while the night operator O'Brien was attending to his duties, two masked men walked into the office and ordered him "to throw up his hands". He immediately did so, when they asked him to hand over the money, he declared he had not the key to the till and did not know the combination of the safe, they searched him and succeeded in getting "one cent" and a "jack knife".

Telegraphed Ottawa, search but nobody found.

Also reported in the Ottawa Free Press, same date.

**26/07/1898 Ottawa Citizen Carleton Place Stittsville**

C.P.R. constables Cowan and Davidson have returned from Stittsville where they were investigating the recent hold up at that station. They were unable to make any valuable discoveries.

**02/06/1899 Ottawa Citizen Carleton Place Ottawa, Broad Street**

The garden plot at the C.P.R. station has been made to look very attractive, the flower beds having recently been planted with a beautiful collection of flowers from Mr. C. Scrim's greenhouses.

**19/06/1899**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

The C.P.R. new flyer, the Imperial, made her first trip into Ottawa yesterday. The train arrived on time and kept to the timetable throughout this division. The Imperial carried a large number of passengers.

**20/07/1899**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

The sign board at the C.P.R. station which has been somewhat behind the times has been made into a thoroughly up to date affair. Two small iron poles have been erected from which will hang on large tin signs the destination for each train.

**29/07/1899**    *Ottawa Citizen*                      *Carleton Place*                      *Chaudiere*

The compressed air apparatus at the C.P.R. is about completed and will be moved to the station next week.

The C.P.R. company is erecting a large sand house near the round house. It will have a capacity of ten car loads. Sand will be dried by steam and raised up to the top by air. Large chutes will convey the sand to the engine box. This is a great improvement upon the former way which necessitated the carrying of sand in pails to the engine. The house will be ready in about three weeks.

**28/08/1899**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

When the Toronto train was being backed into the Union depot Sunday morning at 6.20 it was shunted too far and ran the rear sleeper up on the guard at the end of the rails, breaking part of the guard and the rear steps. The people who were in the sleeper were considerably scared for a while as they thought there had been a collision.

**18/09/1899**    *Ottawa Journal*                      *Carleton Place*

1,300 from Arnprior came to Ottawa on Saturday to visit the Central Canada Fair. Two trains to the CPR station then streetcar. Paid for by McLachlin - things had been going well at the mill recently.

**26/09/1899**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

Some fine new stands for numbering the tracks at the Union depot have been put up by the C.P.R. These consist of two upright iron bars connected with a cross piece to which the number painted on a piece of sheet iron is attached. The ends of the uprights are finished in brass and the stands form quite an artistic design.

**27/04/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

A Citizen reporter came close to being scorched when giving his office details of the fire from the C.P.R. station. When he left the building it was enveloped in flames, while on nearly every side fire was raging and an escape was effected just in time.

The C.P.R. train service was uninterrupted today. A small office in connection with the roundhouse on the Richmond road was improvised as a station. The trains both going from and coming into the city were crowded. The roundhouse was not injured as was at first reported.

**05/05/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

(C.P.R.) .. The trains are now running to the old site of the depot as usual.

**14/05/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Chaudiere*

Excavation work commenced this morning for the erection of the new freight sheds in the Canadian Pacific yards. -- Contract for the masonry has been let to Mr. Thomas Tompkins of Brockville and the frame work will be performed by the company.--

Plans for the new station have not been completed but it will be build after the Place Viger station in Montreal--

The building of the station would in no way interfere with the C.P.R.'s plans regarding the proposed Central depot.

A new line will be built from a point on the main line near the Mechanicsville crossing connecting with the Prescott line. This will form a Y and will greatly facilitate the handling of trains entering and leaving the new station.

Also covered in Ottawa Free Press, same date.--The new station will be built about 300 feet south of the old one. It will face Broad street and lie between the waterworks aqueduct and the C.A.R. tracks. The site will not be far from the Richmond road.

**18/05/1900**    *Ottawa Journal*                      *Carleton Place*                      *Ottawa, Broad Street*

It was reported in the city today that the contract for the erection of the new Canadian Pacific Railway depot has been awarded to Mr. Thos. Thomkins of Brockville and that no time will be lost in starting to work. Mr. Thomkins constructed most of the CPR depots in the north west and BC as well as the hotel at Vancouver belonging to the same company. He was in the city a few days ago.

**21/05/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

Plans for the new C.P.R. station were brought to the city today--

**21/05/1900**    *Ottawa Journal*                      *Carleton Place*                      *Ottawa, Broad Street*

It is claimed the city council will have to practically settle tonight the question whether or not Ottawa is to have a handsome new Canadian Pacific Railway depot on Broad Street or a much more modest structure than the company has at present in contemplation.

The situation is said to be practically this: The CPR will not make any great expenditure in connection with a depot building if it is to be menaced by the piling of lumber. The company feel that while not discussing the piling of lumber generally, that where extensive improvements which will be of great benefit to Ottawa are contemplated, that it is fairly entitled to the necessary protection.

No agreement with Booth regarding the stacking of lumber. Will not affect CPR policy in regard to the proposed central depot at Sappers Bridge. Anxious to join in the erection of a central station.

The plans for the new station proposed by the CPR replacing the one recently destroyed were on exhibition at Union depot grounds. More.

**05/06/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Britannia*

The C.P.R. has again opened up its gravel pit near Britannia and a large force of men is employed in excavating it and loading it on the cars. Workmen on the C.P.R. are putting in new ties and a new crossing just opposite Britannia post office.

**11/06/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Richmond Road*

The crossing of the Richmond road by the C.P.R. is assuming a more critical state. The city engineer this morning barricaded the tracks so as to prevent any trains being run over them until such time as agreement is arrived at between the company and the city and is ratified by the council.--

**19/06/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Britannia*

The C.P.R. station has been overhauled and refitted and is now a very handsome little structure.

**22/06/1900**    *Ottawa Journal*                      *Carleton Place*                      *Ottawa, Broad Street*

It is reported today that the contract for the new CPR station on Broad Street has been awarded to Contractor Piggott of Hamilton. The station will be of white brick with stone trimmings as already described in the Journal and the building alone will cost about \$40,000.

**23/06/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

According to a prominent businessman in the city, it was rumored in Montreal that the contract for the new C.P.R. station has been awarded to Lyons & White of Ottawa. It was stated that the difference between the figures of this firm and those of contractor Piggott, of Hamilton, was only \$10. More.

**25/06/1900**    *Ottawa Free Press*                      *Carleton Place*                      *Chaudiere*

The new freight sheds of the C.P.R. are ready to be occupied.

**30/06/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

The excavation work has been started for the new Union station and work on the foundation will commence shortly. --

**05/07/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Chaudiere*

The C.P.R. is proceeding with the construction of its bridge over the waterworks aqueduct in order to provide the additional accommodation for its tracks. Question as to whether need to obtain permission of the city.

**09/07/1900**    *Ottawa Free Press*                      *Carleton Place*                      *Ottawa, Broad Street*

Work on the new station will be commenced this week by the contractors, Messrs. White and Lyons. Local labor will be exclusively employed and the excavation pushed as rapidly as possible.

**24/07/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Chaudiere*

The C.P.R. freight staff is still working in the passenger cars which were converted into temporary offices after the fire. It is expected that the new brick offices will be ready for occupancy in a few days.

**26/07/1900**    *Ottawa Free Press*                      *Carleton Place*                      *Ottawa, Broad Street*

Description of new Union station.

**30/07/1900**    *Ottawa Journal*                      *Carleton Place*                      *Britannia*

A stone weighing between three and four hundred pounds was placed on the Canadian Pacific track near Britannia some time on Saturday night and it is alleged that the object was to wreck the Soo Express which reaches Ottawa about 4 a.m. The stone was, however, struck by a slow going freight train and although the engine was damaged it kept the rails and no one was hurt.

**02/08/1900**    *The Record, Chesterville*                      *Carleton Place*                      *Britannia*

Ottawa July 30. A stone weighing between 300 and 400 pounds was placed on the Canadian Pacific Railway track near Britannia some time Saturday night, and it is alleged that the object was to wreck the "Soo" train from the west which reaches Ottawa about 4 a.m. The stone, however, was struck by a slow going freight train and although the engine was damaged it kept the rails and no person was hurt. The affair is being investigated. The "Soo" train does not stop at Britannia and makes fast time. Had the stone been in the way of the "Soo" train it is said that a wreck would in all probability have occurred.

**22/08/1900**    *Ottawa Free Press*                      *Carleton Place*                      *Chaudiere*

The C.P.R. is gradually recovering from the effects of the fire which practically swept all their standing property out of existence. Over 100 men and several trains of flat cars carrying sand from Britannia are now employed in making new tracks and switches and generally increasing the yard room. The work of widening the bridge over the waterworks aqueduct, by some 60 feet, so as to afford accommodation for as many more tracks is going ahead rapidly. Mr. J.W. Moore of Pembroke is the contractor.

In the freight yard and freight department everything is nearly completed. The clerks moved into their handsome new brick offices today. The office is 50x10, two storeys high, well heated and ventilated and provided with all modern improvements. A splendid view of the Ottawa river and surrounding scenery can be obtained. Mr. E. O'Neil, the veteran freight agent is proud of his new quarters. Downstairs there are the private offices for Mr. O'Neil, Mr. H. Templeton, cashier and for the Dominion Transport Company. Mr. Fred Lapointe, landing waiter, also has an office on this floor. Upstairs, the remainder of the clerks, of which there are fourteen in all, will be placed. Communicating with the receiving freight shed are quarters for the teamsters where they receive their bills instead of coming into the office. At the end of the receiving shed, which is 250 x 50 feet, is the heated room for perishable goods and the foreman's office. A Guernsey scale of 6,000 pounds capacity is being placed in position. At the end of this shed, which, with rows of lifting doors and direct communication freight is all handled with as little loss of time and labor as possible, a large platform, 100 feet long, for the landing and unloading of oil will be built. This will keep the flooring in the freight sheds clean. Midway between the receiving and forwarding freight sheds is the covered transshipping platform, where all goods requiring transshipment are placed. The outgoing or forwarding shed is 300 x 40. There are three separate tracks leading to the receiving and two to the outgoing freight shed. The sheds are lighted by electricity and near the docks the incandescent lamps are enclosed in a wire globe, and provided with a long string so that, during the winter, they can be taken right into the cars.

In the outgoing freight shed are three pairs of scales whereas there was only one in the old shed. Freight has to be carried but a very short distance to get weighed. The shed is divided into sections and the names of the stations in that section are bulletined while the sections are all numbered. The cars opposite each door way are also numbered so that in the loading of freight there is no liability to error as the system in vogue is as nearly perfect and complete as it is possible to have it. The checkers and porters have everything to guide them

The passenger part.

The pressed brick work in the new station will be commenced this week by Contractors Lyons & White.

The stone foundations and foundation walls are completed. The new station has to be ready for occupancy by Christmas.

The platform umbrellas or "covered ways" as the public call them are now under way. They are being erected by the C.P.R. company itself. One of the umbrellas, 740 feet long and the other 645, each being 16 feet wide. There will be four tracks for the direct incoming and outgoing of passenger trains. Two will be between the covered ways and one on either side. These tracks are now being laid and ballasted. There will be thirteen other tracks for the storing of reserve cars.

A nine inch pile tile drain is being put down to connect the new station with the main drain. All the work of track laying, covered ways, switches, etc., is being carried out under the direction of Mr. A.F. MacCallum, C.E., of Toronto, who has a long experience of construction and terminal work.

To the west of the freight sheds will be coal chutes. The trestle work is complete and the chutes will soon be in position. Where the present temporary station and other building are will be placed a number of short platforms and tracks for the loading of freight.

The extra facilities, yard room and freight accommodation of the C.P.R. will enable the company to do a much larger business than heretofore and ample room for the growing demands of the Capital for years to come.

**01/09/1900**    *Ottawa Free Press*                      *Carleton Place*                      *Chaudiere*

The C.P.R. are reconstructing their coal chutes. The new structures will be near the river at the end of Oregon street.

**11/09/1900**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

Work on the new C.P.R. station at the Chaudiere is progressing rapidly. The brick walls are up to a height of about 15 feet and the covered platform is almost completed, the roof having been finished yesterday.

**27/09/1900**     **Ottawa Free Press**                     **Carleton Place**                     **Westboro**

The Canadian Pacific railway is preparing, it is stated, to erect extensive workshops on their property at Westboro. They have had plans prepared for a building which will employ 1,500 men, and consequently a considerable amount of the work which is at present done at Carleton Place will be performed here. The principle object of making this construction at Westboro, where they have 50 acres of land, is for the purpose of utilizing the electrical power of the Metropolitan company, who have their power house conveniently situated at Britannia.

**02/10/1900**     **Ottawa Citizen**                     **Carleton Place**                     **Chaudiere**

The C.P.R. company has commenced an extension to the new freight shed at the Union depot, necessitated by increase of business. The new addition will be about 50 feet long --

**05/10/1900**     **Renfrew Mercury**                     **Carleton Place**                     **Westboro**

The Canadian Pacific Railway is preparing to erect extensive workshops on their property at Westboro', to employ 1,500 men, so that a considerable amount of the work which is at present done at Carleton place will be performed at Westboro'.

**11/10/1900**     **Ottawa Free Press**                     **Carleton Place**                     **Westboro**

Mr. C.W. Spencer, superintendent of the C.P.R., who was in the city yesterday, states that there is no foundation for the report that the C.P.R. intends removing its workshops from Carleton Place to the land which the company owns at Westboro. Mr. Spencer says that the courtesies and privileges extended to the company by Carleton Place has resulted in their shops being gradually extended and the largest number of men ever employed were now at work. The company had no intention of disturbing existing conditions.

**14/11/1900**     **Ottawa Citizen**                     **Carleton Place**                     **Ottawa, Broad Street**

Ald. White, who is one of the contractors for the C.P.R. station, says the new building will be ready for occupancy about the middle of December. The heating apparatus is shortly to be installed.

**17/11/1900**     **Ottawa Journal**                     **Carleton Place**                     **Ottawa, Broad Street**

Drawing of new depot.

With the completion of the new Canadian Pacific depot the Capital will one of the completest stations in the country. The structure is not lacking in size, either, having a frontage of 156 feet with a depth of 40 feet. On either side of the main building is a wing with a frontage on 35 feet and a depth of 80 feet. The present structure will be fully double the size of the old one which had a 50 foot frontage.

The new building is of the modern type, yet possesses that symmetry and balance of architecture which originated among the ancient Greeks. The central pavilion stands four storeys high with a half tower. The whole building will have a high pitched roof of Rockland slate, while its foundations are laid on the solid rock 12 feet below the surface. Above the foundation for three and a half feet the walls are of solid Scottish granite, and above this white fire brick imported from Scotland for the purpose completes the walls.

The central building will contain the general waiting room, a ticket and a telegraph office. In this portion of the building to the right of the general waiting room will be placed the gentleman's first class waiting and smoking room and the first class waiting room for ladies. In the northern wing will be the restaurant and pantry. A corridor will be constructed between the two first class waiting rooms to the restaurant. Immediately to the left of the general waiting room will be the second class waiting room while at the extreme south of the building the 80 foot wing will be utilized as a general baggage room and the office and store room of the Dominion Express Company.

The upstairs portion will be utilized as offices of the superintendent of the road, staff, trainmaster, roadmaster, train despatcher, building and bridge master, and three spare offices,

The present station is situated about fifty feet back from the street between Richmond Road and the aqueduct. Thus cabs and other vehicles will find ample space in front of the depot.

Two platforms, 700 feet in length, with umbrella roofs have been constructed, between which six new tracks for passenger trains have been laid. An umbrella roof also covers the platform in the rear of the station.

The company has filled in the differences in level between the old site and the new caused by the new being five feet higher than the former. The old site and tracks will be converted into an extensive freight yard.

The company is sparing no pains to make the new station as perfect as possible and from present appearances there can be small doubt of their success. The estimated cost of building was at first \$30,000 but it is now considered that \$35,000 will be required to complete the work.

The above cut shows the new station completed.

**03/12/1900**     **Ottawa Citizen**                     **Carleton Place**                     **Ottawa, Broad Street**

A large gang of men is still at work extending the C.P.R. yard at the Union depot. The work, it is expected, will be completed in about two months.

**24/12/1900**     **Ottawa Free Press**                     **Carleton Place**                     **Ottawa, Broad Street**

Ald. White informed the Free Press yesterday that the new C.P.R. station would be in readiness for occupation about the 15th of January. It would have been completed by now had there not been a scarcity of plumbers. There were so few unoccupied in the city that some had to be obtained from Montreal.

**05/02/1901**     **Ottawa Citizen**                     **Carleton Place**                     **Ottawa, Broad Street**

The official staff of the C.P.R. moved yesterday from the temporary quarters in the Trust building to the new Union station, on Broad street, which has just been completed.

The new depot is a handsome structure in pressed brick and contains an adequate accommodation for the incoming traffic of the road. The first floor contains waiting rooms, ticket offices, baggage rooms and restaurants while upstairs the general offices of the company will be located. The yard accommodation has also been considerably increased so as to ?? A larger number of trains to run into the new depot. The building is heated by steam and lighted by electricity and was built by Messrs. Lyons & White.

**04/04/1901**     **Ottawa Journal**                     **Carleton Place**                     **Ottawa, Broad Street**

A steam boiler has been installed into the basement of the new Canadian Pacific Railway station on Broad Street for the purpose of heating the cars. The heating has hitherto been done by a discarded locomotive.

**27/04/1901**     **Ottawa Citizen**                     **Carleton Place**                     **Ottawa, Broad Street**

First anniversary of the great conflagration. Outlines improvements to C.P.R. and includes a line drawing of the new station.

Perhaps there is no section of the "flats" that shows more marked improvement than that occupied by the C.P.R. station and yards. The old wooden station has been replaced by an structure that is a credit to the city, and the yards and the freight sheds are incomparably ahead of those which existed before the fire. It was shortly after two o'clock in the afternoon that the C.P.R. depot caught fire. Flying embers from the McKay mill were hurled by the wind scattering the blaze in every direction and the wooden station was not long in burning to the ground. The C.P.R. lost no time in replacing that which was destroyed and today the new station is a source of pride ?? First building to be erected was the freight sheds. More conveniently located, more modern in size and equipment the company is now in much better position to handle its constantly growing business. In connection with the sheds a neat office building was erected. The station, built on a site nearer Albert street is a handsome building and fitted up to meet the requirements of the western part of the city for many years. The yard room as a result of changing the sites of the sheds and station has been largely increased, and everything presents a tidy, complete and business like aspect. What ever the loss may have been to the C.P.R. by the fire it was a gain to the city.

14/09/1901 *Ottawa Citizen*

*Carleton Place*

The C.P.R. company has selected the driver who will be in charge of the locomotive drawing the royal train from Ottawa to Chalk River, on the Winnipeg trip. Mr. Harry Glendenning, 443 Queen street, one of the most efficient and popular engineers running out of Ottawa will be at the post of honey. Mr. Glendenning is now running on the Imperial Limited. His fireman will be George Moles, Hintonburg, his trusty employe. Mr. Glendenning will have charge of his own engine. It is now being overhauled and repainted preparatory to making the Royal run from Ottawa to Chalk River, the next divisional point. Every precaution will be taken on the C.P.Ry as on English roads to prevent accident or delay to the Duke's magnificently fitted train, which will run in two sections. Special orders will be issued to regulate all traffic and the Royal train will be given the right of way. The Duke and Duchess and suite travel by the second section.

11/11/1901 *Ottawa Journal*

*Carleton Place*

*Ottawa, Broad Street*

Would you like to see the interior of the cars the Duke and Duchess of York rode in through Canada, inspect the rich decorations specially designed and made for the eyes of the Royal party? Well on Thursday 21st and Friday 22nd of this month the cars will be in Ottawa and they will be "at your service" so to speak. The Canadian Pacific Railway, builders and owners of the cars have arranged to give the people of Ottawa the chance to see them.

The cars will be on exhibition at the Union Depot for the greater part of two days.

The cars will arrive at 2 o'clock Thursday November 21st and will be open to the public until 9.30 that evening and again the following day from 9 to 9.30 pm. A charge of 25 cents will be made for the "inspection". The money received from visitors will be sent by the CPR for the charities of Ottawa, likely the two orphans' homes.

It is likely a nice sum will be derived for a good object by the CPR's act.

22/11/1901 *Ottawa Journal*

*Carleton Place*

*Ottawa, Broad Street*

Beauties of Royal train. Full description.

14/05/1903 *The Record, Chesterville*

*Carleton Place*

*Chaudiere*

Fire in Rochesterville - great detail.

Between the CAR and the CPR.

There was great excitement at the CPR and, anticipating that the depot would go, Superintendent Spencer and his staff commenced as early as 4 o'clock to get out. Everything moveable, even to the telegraph instruments, was taken out and loaded on to a special freight train, ready to steam out at a moment's notice. All the engines were taken from their stalls at the roundhouse, and a lot of rolling stock were moved to the Hull side. There was a great quantity of freight at the sheds and a part of this was hurriedly delivered. The flames, however, did not get across Broad Street and the whole of the CP property was saved with but trifling damage.

18/07/1903 *Ottawa Journal*

*Carleton Place*

*Chaudiere*

Circus Train Crew in Melee at Union Station

Colored tent man found dead on top of elephant car. Train crew maltreated by circus gang.

Full details - may have struck a bridge, elephant car higher than other cars.

25/09/1903 *Eastern Ontario Review*

*Carleton Place*

*Stittsville*

A deliberate attempt was made to wreck a C.P.R. train near Stittsville on Tuesday. A tie had been placed in one of the cucklverts. A tramp has been arrested on suspicion.

02/02/1904 *Ottawa Journal*

*Carleton Place*

*Chaudiere*

Prescott Train in Collision

Fireman Ellis but no Passenger Hurt

Incoming train runs into coal engine near roundhouse

The Prescott train this morning when running into Ottawa had a narrow escape from becoming a total wreck. The train was a heavy mixed one and was about twenty minutes late when it was up to the Y between the coal chute and the roundhouse on the Richmond Road. At this time the train was only going from 10 to 12 miles hour and was about crossing the line from the coal chute to the roundhouse when Eng. Geo. Hawley driving engine 271 on the Prescott train, saw an engine ahead of him. He shut off steam and jumped at once, also calling to his fireman, William Ellis of Prescott.

Before the collision took place, the engine, no. 434, in charge of Engineer Geo. Low, had crossed the track but the Prescott engine ran into the tender and carried it twenty yards before throwing it off the track. The engine proper was clear and was not even derailed. Just when the Prescott engine got the coal tender off the track it left on the reverse side completely leaving the track and plowing into a snow bank.

Engineer Low of the coal train did not leave his engine and was not hurt. Not one of the passengers of the Prescott train even got a shock, as they were in the rear end of the train and only a baggage car in front left the rails.

Engine No. 271 was made almost a total wreck, and Fireman William Ellis had a very lucky escape, being thrown from his cab. He fortunately escaped with a very severe shaking up.

The engineer of the road engine is said to have been to blame for the accident, but owing to the intense cold the engine threw so much steam little could be seen on the track.

19/02/1904 *Eastern Ontario Review*

*Carleton Place*

*Britannia*

A peculiar accident to a C.P.R. freight occurred about 10 o'clock Saturday night about three-quarters of a mile west of Britannia, when four cars of a train in charge of Conductor Willoughby, of Carleton Place, for some unaccountable reason left the rails. One car plunged down the embankment to the river, while three went off on the south side of the track, being completely overturned. The cars were loaded with soft coal and the track was blocked for some hours. The special train from Brockville, bearing the employees of the road who had been attending the funeral of the late fireman Price, who was killed in the Sand Point wreck, was stalled, but the passengers were eventually sent to Britannia in a freight van where an electric car was waiting to convey them to the city.

01/03/1905 *Ottawa Journal*

*Carleton Place*

*Britannia*

Engine looked like a porcupine.

The Winnipeg train going east ran into a sleigh loaded with cordwood at Britannia yesterday afternoon. The team was across the track but the sleigh stuck on the rails.

The wood was scattered all over and was lodged in every part of the engine. It was impossible to get many of the sticks free and the engine looked like a porcupine as it pulled into Union Depot.

The wood was owned by Barret Bros. Neither the horses nor the driver were injured.

23/04/1907 *Ottawa Journal*

*Carleton Place*

*Bells Corners*

Explosion of engine.

The whole side of the engine on the Toronto train was blown out in an explosion yesterday evening resulting in the stopping of the train. .. no injuries. The accident occurred at Bells Corners. One of the axle rods broke and commenced to revolve round at a terrific rate of speed, tearing up the ties as the train passed along. Before the engine could be stopped the ties had been torn up for a long distance. To make matters worse an explosion finished the engine for keeps stopping the train up at Bells Corners. More.

Sir Thomas Shaughnessy had an unusual experience early this morning while asleep in his private car, "The Killarney", at the Union station a shunting engine collided with the coach. "The Killarney" was standing on a siding at the Union depot yards about four o'clock this morning when smashed into by a C.P.R. shunting engine.

Sir Thomas was asleep in the car at the time. The rear end of "The Killarney" was badly smashed and the engine was somewhat damaged. Though the occupants of the car received a shaking up, no one was injured. The accident will be investigated.

Sir Thomas arrived in the city at seven o'clock yesterday, and after having transacted his business, returned to his car which had been in the meantime shunted into a siding, and retired.

"The Killarney" was turned around on the turntable in the yards. As the couplings on one end of the car were still good, it was put on No. 8 train for Montreal and the car reached its destination without further incident.

Was locked in a car.

Ovid Joinette of Ottawa has issued a writ of damages against the CPR and Stephen J. McGonigle, a conductor on the road, for damages through the loss of plaintiff's foot under peculiar circumstances. Last 24th of May Joinette claims while on his way from Ottawa to Carleton Place he was assaulted by the conductor and locked in a car. When he neared Carleton Place he was so afraid tha he was to be assaulted again that he jumped off the train and had his foot so injured tha it had to be amputated. The conductor claims that the plaintiff refused to pay his fare and was therefore placed in custody.

Pendleton Boy Injured

Leonard Priestley, a young man residing in Pendleton, Ont., was taken to Ottawa Monday and brought to St.Luke's hospital suffering from injuries received in an accident at Stittsville. He was working on the Brockville branch of the railway from Carleton Place. The crew slept and boarded in box cars on the siding at Stittsville and about 6.30 when the men were preparing for supper, Priestley stepped down from one of the cars to go to another one ahead. As he stepped down the engine of the 7.15 express flew past. Leonard became confused and in his excitement attempted to cross in front of the engine. He was struck by the train and thrown 30 feet landing under one of the boarding cars. He was taken to St. Luke's hospital in a badly bruised condition and it is feared that his skull has been fractured. Leonard is 22 years of age.

What might easily have been a serious accident occurred at six o'clock last night at the Union depot, when engine 1259 backed down from the coal chutes and crashed into the Gatineau train. Strangely enough no one was near the engine at the time, when it began to back on its own accord. Engineers think the throttle must have been defective, allowing steam to enter the cylinders. The runaway engine gained great headway and by the time it reached the depot on track 3 it had got considerable speed.

The Gatineau train was badly shaken up, its cowcatcher being smashed. Fortunately none of the passengers received any injuries, except one woman who was thrown back on a seat sustaining a wrenched back.

The most sensational part of the incident was Engineer John Raymond's thrilling attempt to stop the runaway engine. He saw the engine, 1259, start on its wild career, and knowing that the crew had left it for the day, preparatory to its being run into the roundhouse. Raymond pluckily climbed on to the cowcatcher and tried to get into the cab to shut off the steam. The window was tightly shut however, and so Raymond saw the only thing to do was to jump off again before the crash came. He shouted to Engineer John Holyoake of the Gatineau train, but he was busy watching the signals from Conductor J.A. Irvine at the rear and did not hear the warning. The Gatineau crew luckily escaped anything more than a shock.

The passengers scrambled out after the crash, wondering what had happened. The C.P.R. officials will investigate the occurrence to see if anyone was to blame.

Earl Grey arrives at C.P.R. Union station from Quebec.

A feature which seems to have been overlooked in the reception on Saturday to the Duke and Duchess was the magnificent decorations at the Canadian Pacific Railway Station, Union Depot. It seems to have been obscured owing to the fact that while the decorations were being developed the public were excluded reception room specially built of canvas, speak in terms of praise of good taste and magnificence of the decorations.

The entrance to the station through the waiting room was created into a large corridor, the ticket office, waiting room and all other side rooms had been entirely closed to the public.

The large marquee of heavy canvas was built over the whole of the platform outside, walled in over the train into which the car entered admitting the Royal couple down the steps on to the carpeted platform. The roof of the large enclosure was beautifully draped with red, white and blue bunting, large Union Jacks and clusters of flags on shields down to the wall of the marquee. The walls were wainscoted up to meet this draping with evergreens very thickly latticed. The whole enclosure was covered with thick crimson carpet, around the sides of which stood large palms and other potted flowers. This scheme of decoration was continued from the door of the car through to the street where carriages awaited the Royal party.

The Canadian Pacific Railway Company gave all the work in charge of the C. Ross Company, and those who had the privilege of entering the enclosure speak of it as one of the finest features of the reception. This same firm completed the decorations on Broad Street from the station up to Wellington street, which was in decided contrast to the city decorations over the rest of the route. This was also done under instructions of the C.P.R. at their own expense.

The cars specially built for the Royal train, which are most sumptuously equipped that have ever been used in Canada before, were entirely furnished by the C. Ross Company of this city. The firm's employees were obliged to do the work in the Canadian pacific Railway Car Sheds at Montreal, owing to the fact that other parts of the train were not complete, and in order to execute the work and furnish it in time, the C. Ross Company had to send its own staff and all materials direct to the train, and execute the work there.

Racing for two miles and one half in front of a C.P.R. express train, a valuable team of horses belonging to Mr. A. Whitehorse of Westboro, narrowly escaped being killed.

On reaching the railroad crossing at Main street, Westboro, the steeds turned and ran west along the railway. An express train, also going west, came along a short time afterward. This served to further frighten the animals who put forth the effort of their lives to escape being run down by the locomotive.

Fortunately the engineer of the express noticed the horses on the track and slackened the speed of his train.

On reaching McGee's farm near Britannia, one of the horses ran into a gateway, and the other continued to Britannia crossing, where it left the track and ran into a stable.

Prime minister will visit Made in Canada Special which will be at Broad Street until nine o'clock that night for inspection by the public.

The train of twelve cars, containing an attractive exhibit of Canadian factory products --

Full account on 17 May.



26/07/1912 *Ottawa Journal*

*Carleton Place*

*Chaudiere*

Plans for a C.P.R. bridge over the old aqueduct were submitted to the Board of Control yesterday afternoon with a recommendation from the engineer of the city that the privilege of building the bridge be granted. The railway company wants the bridge in order to increase their yard facilities --

25/06/1913 *Ottawa Journal*

*Carleton Place*

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

26/06/1913 *Ottawa Journal*

*Carleton Place*

*McKellar*

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

Enquiry into the cause of fatal wreck ordered injured recovering

Death list now totals 8, and injured sixty-five

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

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

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

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

Monetary loss.

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

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

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

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

Track cleared,

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

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

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

Woman disappears.

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

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

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

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

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

Westboro Resident was Watching Express from Electric Car

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

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

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

Cars in Water

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

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

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

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

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

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

Old Man's Story

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

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

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

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

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

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

Rail Torn Up

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

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

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

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

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

Cause not known

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

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

Overall Alarm from Box 61

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

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

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

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

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

Hurried from their beds

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

Other yards threatened

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

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

Contractors loss \$3,000

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

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

Car Derailed

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

05/01/1920 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

Broad Street Station, an eye-sore to citizens and travellers arriving in the city by CPR, was officially closed to all passenger trains at 1201 o'clock Sunday morning.

CPR trains, both incoming and outgoing, used the Central Station on Sunday. The change is greatly welcomed by the public. Among the principal trains affected are the Brockville and Pembroke locals, the Imperial Limited and the "SOO" trains.

12/01/1920 *Ottawa Journal**Carleton Place**Beach Foundry*

The application of B. C. Beach to close part of Hinton Avenue was heard by judge Gunn this morning, and adjourned to January 20. Mr. J. P. Elihes, acting for Mr. Beach, said that the property of Mr. Beach, owned on Hinton Avenue, was not registered in his name, but was held under an agreement of sale with the Ottawa Land Association.

Mr. Beach admitted that he wanted to build a railway siding into his own property where he intended to build a foundry.

21/01/1920 *Ottawa Journal**Carleton Place**Westboro (Parkdale)*

Alderman Forward has filed a motion for the City Council which, if passed, will authorize negotiations with the C.P.R. for a branch passenger station at the Parkdale Avenue crossing in the western part of the city. At present, residents of Hintonburg and vicinity have to travel at least 3 miles to the Central Depot if they wish to catch a train, or to meet their friends.

Mr. H. E. Spencer, C.P.R. Superintendent, is not in Ottawa today, but will probably state the company's position on his return.

22/01/1920 *Ottawa Journal**Carleton Place**Ottawa, Broad Street*

The Armor Packing Company of Chicago are engaged with the C.P.R. in negotiations to lease the block of buildings fronting the railway tracks at the Broad Street station. This particular part of the station was formerly used by the railway as baggage and parcel rooms, and is not really part of the station proper.

The Harris Abbatoir Company has found it necessary to extend their present property to cope with ever-increasing volume of their business, and they, too, have approached the C.P.R. with a view of securing the Broad Street station as new quarters.

20/04/1920 *Ottawa Journal**Carleton Place**Independent Coal and Lumb*

Independent Coal Company has bought land at a cost of \$40,000 for a planing mill and coal chute between the CPR line and the Ottawa River in Ottawa West from Mr. F. A. Heney. CPR will construct a siding for the new outfit. Up to 150,000 tons of coal will be handled.

21/04/1920 *Ottawa Journal**Carleton Place**Parkdale avenue*

The proposed new C.P.R. station in the west end of the city will likely be located at Parkdale avenue, as a result of a meeting between the engineers of the railway headed by Mr. Alfred Price, general manager of C.P.R. eastern lines and deputations from the City Council and Nepean Township residents at the city hall yesterday afternoon. The Ottawa delegation which was headed by Controller Joseph Kent presented a resolution of the ratepayers of Ottawa West in which they declared that they would be satisfied if the station was located anywhere between Bayview road and Parkdale avenue. The delegation from the township headed by Reeve William Joynt, asked to have the station further west on Victoria avenue, Westboro. This latter proposal was not favorably received, and the township delegation withdrew opposition to the city delegation's resolution.

The officials of the railway have for some time considered the point where their line crosses Parkdale avenue as the logical location for the station.

New C.P.R. Station at Parkdale Avenue

Site Approved by Representatives of City Council

The proposed new C.P.R. station in the west end of the city will likely be located on Parkdale Avenue, as a result of a meeting between engineers of the railway headed by Mr. Alfred Price, general manager of C.P.R. eastern lines, and deputations from the City Council and Nepean township residents at City Hall yesterday afternoon. The Ottawa delegation, which was headed by Controller Joseph Kent, presented a resolution of the rate-payers of Ottawa West, in which they declared that they would be satisfied if the station was located anywhere between Bayview road and Parkdale Avenue. The delegation from the township, headed by Reeve William Joynt, asked to have the station farther west, on Victoria Avenue Westboro. This latter proposal was not favorably received, and the township delegation withdrew opposition to the city delegation's resolution.

The officials of the railway for some time have considered the point where their line crosses Parkdale Avenue as the logical location for the station.

Another important matter now before the council is the question of the location of the new CPR station to serve Ottawa West and the suburban area to the west of the city.

At a recent meeting between the engineers of the CPR and a delegation from the area affected, through an error, the Westboro and Nepean delegations withdrew their petition to have the station located in Westboro, the CPR officers intimated that they favored Parkdale Avenue as the site for the station, which would be too far in to serve the suburban area.

Reeve Joynt stated this morning that it was almost certain that the council will take the matter to the Board of Railway Commissioners.

#### TRAIN STOP NEAR PARKDALE AVENUE

New Station will be erected there shortly

Following the petition of the city and Ottawa West residents made last April, the CPR yesterday began stopping local trains for the convenience of people living in the western part of the city at a point 600 feet west of Parkdale Avenue.

City councillor Norman H. Lett has received official notification from Mr. E. J. Flintoff, solicitor general of the CPR.

A permanent station and platform will be erected as soon as possible, but in the meantime, a cinder platform has been installed. A temporary station will be built immediately, and a station agent will be appointed shortly.

The need of this station to the western part of Ottawa has long been felt, and will enable people to catch trains without coming into Central Station.

Situated near Parkdale Avenue, the station also serves Westboro. At present, only local trains are stopping at the station.

#### NEW WESTBORO STATION.

Canadian Pacific Railway have decided to locate their new station, serving the west end of Ottawa and Westboro, five hundred feet west of Parkdale Avenue, Ottawa. This station will be located on the south side of the railway tracks. A cinder platform is now being put down from Parkdale Avenue and a temporary building will be erected as soon as possible. When this is done an agent will be placed in charge to sell tickets.

Local trains now stop at Westboro Station on schedule given below.

--

C.P.R. will not stand for two stations.

Owing to the fact that several other applications had precedence on the order paper, the hearing on the application of the Township of Nepean for an order directing the C.P.R. to erect a station at Westboro at or near Victoria Avenue, for the handling of passengers, freight and express, before the Board of Railway Commissioners, was adjourned until this afternoon.

Mr. T.B. Flintoff is acting on behalf of the C.P.R. and Mr. J.E. Caldwell, Solicitor for Carleton County, represents the applicant. Mr. F.B. Proctor, City Solicitor, will also be on hand to look after the city's interests, as the application for the Township of Nepean virtually involves the maintaining or the abandonment of the recently established station at Parkdale Avenue.

The C.P.R. is understood to be agreeable to the establishment of one station in a centre which will serve the largest number of people, but will not countenance two stations, one in Westboro and another in Hintonburg. The application of Nepean Township is arousing the keenest interest, as was evidenced by the large attendance of residents along the Britannia line, farmers of Nepean and members of the Carleton County Council who were on hand this forenoon in the expectation that the case would be proceeded with then.

A judgment will be signed today by the Board of Railway Commissioners in the application brought by the Township of Nepean to compel the Canadian Pacific Railway to grant the people of Westboro on the Britannia line a station facility at Victoria Avenue in Westboro.

The judgment grants the application and in consequence that section will soon have the new station complete with passenger traffic, freight, express and telegraph facilities. The station is to be in place by December 1st. The judgment has been written by Dr. Rutherford, and the other members of the commission concurred with it.

A judgment will be signed today by the Board of Railway Commissioners in the application brought by the Township of Nepean to compel the Canadian Pacific Railway to grant the people of Westboro on the Britannia line a station facility at Victoria Avenue in Westboro.

The judgment grants the application and in consequence that section will soon have the new station complete with passenger traffic, freight, express and telegraph facilities. The station is to be in place by December 1st. The judgment has been written by Dr. Rutherford, and the other members of the commission concurred with it.

(8 days before Westboro in Westboro should have opened by Board Order)

Mr. J. R. Savage, general superintendent of the C.P.R. Ottawa District, and Mr. J. E. Beatty, district engineer, had a conference with the Board of Control this morning regarding the Railway Commission order to the railway to open a station at Westboro.

The C.P.R. already has a station at the corner of Parkdale Avenue and Scott Street which the controllers want the Company to keep open. No decision was reached.

While E. Turner was approaching the crossing at Carleton Place with seven passengers to catch the Pembroke local train, his auto was struck by the train and hurled against the fence. Mr. Turner and several of the passengers were badly injured.

CP is told that it must provide a railway crossing for the future Island Park Drive; currently unoccupied land in Ottawa's West end.

**19/07/1921 Ottawa Journal Carleton Place**

On Slidell Street, near Ottawa West, complaints that the gates are open onto the Shepard and Morse Lumber Company, and they should be closed when no one is around. This is the first siding listed on the old Chalk River Subdivision leaving from Broad Street.

**07/10/1921 Eastern Ontario Review Carleton Place Carleton Place**

Work has been started by Maurice Sullivan & Son, Armprior contractors, on the new railway depot of the C.P.R. at Carleton Place. It will be a substantial and handsome building.

**21/04/1922 Ottawa Journal Carleton Place Britannia**

A washout of the CPR Carleton Place Subdivision occurred several hundred feet west of Britannia, due to the high spring runoff causing the Ottawa River to overflow its banks. All trains from Smiths Falls/Brockville and Western Canada were detoured via Bedell. On page 6, a similiar story was printed, but the last sentence said "The villages of Ashton and Stittsville are now isolated!!" This lasted for a couple of days.

**28/04/1922 Eastern Ontario Review Carleton Place Carleton Place**

The new C.P.R. depot in Carleton Place is just about completed and will be opened about the first of May

**13/10/1922 Eastern Ontario Review Carleton Place Carleton Place**

Our railway men as a rule are most modest in the discharge of their duties, and rarely appear in the limelight for valuable service rendered. A case in point was brought to notice a few days ago,. Some children were playing about the C.P.R. cattle yards at Carleton Place, when one little fellow ventured out on the tracks unconsciously just as a freight train was coming along. The engineer and fireman saw the lad and acted at once. The driver applied the brakes whilst the fireman climbed out over the engine and caught the child and held him by the arm until the train came to a stop and saved his life. The modesty has seemingly sealed the mouths of the men who acted so promptly and the names are still unknown.

**07/04/1926 Ottawa Journal Carleton Place Britannia**

As a result of the recent accident on the level crossing at Britannia village where a little girl was run down by a C.P.R. express and instantly killed. Residents of the Britannia line have expressed strong objection of the rate of trains on the line and the existence of level crossings. This objection was voiced last night at the meeting of the Westboro Ratepayers Association when the organization decided to bring the matter to the attention of the Board of Railway Commissioners and to ask that some action be taken.

It was the feeling of the meeting that level crossings on the tracks constitute a menace to public safety. Regarding the speed of trains, it was stated that locomotives should be held to a speed of 15 and not more than 20 miles per hour, while crossing through the populous section just west of Ottawa. This was repeated verbatim in the April 8 edition.

**12/05/1927 Ottawa Journal Carleton Place**

"The York", Canadian Pacific fast noon-day train for Toronto, leaving Ottawa 1.30 p.m. now runs daily. Frst class coaches, parlour cars and dining facilities. This additional service provides three trains between Ottawa and Toronto in Sundays.

**05/08/1927 Ottawa Citizen Carleton Place**

ROYAL VISITORS SAID "AU REVOIR" TO OTTAWA TODAY

Royal Train - Pulled Out at Eight o'Clock for Brockville. Premier Baldwin and Party Also Leave.

DISTINGUISHED GUESTS MAKE FINE IMPRESSION

Both Princes Spent Enjoyable Two Hours at Laurier House Prior to Country Club Reception.

Their Royal Highnesses the Prince of Wales and Prince. George, with the royal party, bade farewell to Ottawa at 8 o'clock this morning when the special train to which they had retired shortly before four o'clock, at the conclusion of the Country Club reception and dance, pulled out for Brockville.

At eleven o'clock the special containing Premier Stanley Baldwin and his party left for Brockville. To Premier Baldwin's train was attached Premier Mackenzie King's private car, the Dominion premier accom panying the distinguished guests to Brockville. Quite a number of citizens and officials saw the two premiers off, but there was no official leave taking.

Both Princes spent a very enjoyable two hours at Laurier House last evening, and expressed to Premier King their thorough appreciation of his reception and entertainment. "It has been one of the most pleasant evenings I have ever enjoyed," stat ed the Prince of Wales, previous to his departure for the Country Club.

The final day of the roval visit to the Capital was in contrast to the first, and to Wednesday, which was also a somewhat busy day for Princes and for premier Baldwin. Yesterday was largely devotee to open air relaxation on the links and to social entertainment, the evening being occupied with the dinner at Laurier House and the Country Club dance and reception which did not conclude until an early hour this morning.

That the Princei and Premier Baldwin made a most gratifying impression on all Ottawans and on the thousands of visitors who saw the royal party during the past few days was evidenced by the eagerness with which the royal program was followed and the crowds which gathered along the streets to and from the various sites of official function or private entertainments.

---

**22/02/1929 Ottawa Citizen Carleton Place Carleton Place**

Man walks into side of moving locomotive

Carleton Place Resident Suffering from Shock.

Carleton Place. Feb 21. Henry Umphrey, about 65 years of age, was severely cut and is suffering from shock following an accident which occurred immediately in front of the C.P.R. station here at 7.15 tonight. Umphrey, who was on the station platform, attempted to cross the tracks to the opposite platform just as the Toronto local was pulling in. There is double track at this place and Umphrey is believed to have become confused as to which track the train was travelling on and walked into the side of the engine. He was removed to his home, but at no time lost consciousness. So far as could be learned his condition is not causing anxiety.

**18/05/1929 Ottawa Citizen Carleton Place Britannia**

Damage on Lake Shore as Waves Batter Railway

Some C.P.R. Trains Re- Routed Owing to Trouble At Britannia. "Jigger" Service Above Avlmer.

The high water on the Ottawa river and wind of yesterday and Thursday has caused considerable damage to wharfs, cottages and railway ballasting along the shores of j Lake Deschenes. There is a washout ' on the eastbound track of the Hull Electric Railway between the Cedars and Queen's park, while on Thursday C.P.R. officials found it necessary to route some of the trains via Smiths Falls as the roadbed along the lake at Britannia was battered all day by the high waves and it was feared that the trains would be in danger. Traffic was resumed over the line yesterday.

Beyond the damage to the ballasting along the Hull Electric Railway, little inconvenience is being suffered by the railway from the wind and water. As yet the summer service beyond Aylmer to Queen's park has not been commenced. There is a jigger service which is run on one track.

Yesterday the pier at Queen's park was badly battered by the waves and suffered considerable damage. Men were at work during the day securing the plank floor of the pier. The pier at Aylmer also suffered from the wind and waves. Cottages along the lake shore between Wychwood and Queen's park, right up to which the water has risen, were also battered and some suffered damage.

C.P.R. engineer's quick action saves life of 3-year old child at crossing.

Imminent tragedy rode the rails for three-year-old Lucy Blais, Gould street, Ottawa West, when she was playing on the Carleton avenue crossing shortly after eleven o'clock this morning and the C.P.R. train to Smiths Falls was approaching at a fair speed. Only the presence of mind of the engineer saved her. Noticing her when but a city block away, the engineer, George Moulds, 137 Huron avenue, applied all brakes and the long train ground to a stop within a few feet of the still unconcerned child. A baggageman jumped out of his car and pulled little Lucy from the track. Kind neighbours took care of her, while the parents, Mr. and Mrs. George Blais were communicated with. The little tot, while frightened by the din, had little idea as to what was creating all the excitement. Lucy had wandered away from her home, about four or five blocks from the crossing, when her mother had been very busy with another child who is ailing. Eye-witnesses said the grinding of the brakes caused a terrific screeching noise, also the sparks to fly abundantly.

Gas-electric car makes trial run

Ottawa Car Mfg. Co. Produces first made-in-Canada vehicle of kind.

One of the most up-to-date gas electric motor rail cars, the first of its type to be manufactured in Canada, was given a trial run yesterday from Ottawa to Carleton Place and return prior to delivery to the Canadian Pacific Railway. It is a product of the Ottawa Car Manufacturing Company and is the second of four to be manufactured by them. Built with ninety per cent British Empire products, the car is the last thing in rail transportation and is designed for short runs where stops are frequent and traffic is light.

The car has a seating capacity of fifty persons. The main compartment holds thirty-six while the smoking room has seating accommodation for fourteen. The interior of the car is finished in mahogany and the baggage room is of corrugated steel. The seats in the main compartment are of green plush and in the smoking room black leather. The total length of the car is 74 feet and the width nine feet, nine inches. The engine room is at the front of the car and is separated from the baggage room by an insulated steel partition. The exhaust from the engine and the manifold is covered with asbestos while the flooring in the car is of rubber. The roof, floors and walls of the car are of special construction to keep out the cold.

One of the main features is the comfort of the passengers who are well protected from the noise of the engine and in addition, the usual smoke and dust from the steam engine is eliminated through the use of the gas electric motor. There is absolutely no vibration whatever and the production of such cars is opening up a new road to transportation. The car has a speed of 65 miles an hour and carries a crew of three men. Another feature is the "dead man control," by which the car is stopped automatically.

Hon. Thomas Ahearn, P.C., was expected on the trip but was in Montreal yesterday. Hon. Mr. Ahearn is very pleased with the car and has often said "The Ottawa Car Manufacturing Company can build anything."

There follows a list of those who made the trip.

The train crew was conductor M.P. O'Connell, trainman, J.P. Cole and pilot F.O. O'Doherty.

Horse sense fails to function: animal killed at crossing.

Apparently even animals think they can beat a train to a crossing. A stray horse was instantly killed and the wagon it was pulling demolished at the March road crossing near Britannia, at 9 10 o'clock this morning in an argument over the right-of-way with the C.P.R. Trans-Canada train. The owner of the horse and wagon is not known. The crack C.P.R. train, which is due in Ottawa from the West at 9.15 o'clock, was delayed by the accident, arriving at 9.39 o'clock. The engineer was H. Matthews and the conductor E. Bradford, both of Ottawa.

Milk driver has narrow escape at Westboro crossing

Archie Glasner thought section men waving "Good Morning" to him as they sought to give warning.

Archibald J. Glasner, 2 Fourth avenue Westboro, driver for the Ottawa Dairy, Limited, had a miraculous escape from death at 7.45 o'clock this morning, when his milk wagon was struck by a C.P.R. train at the Victoria avenue crossing in Westboro, completely demolishing the wagon and its contents and strewing them along the track for a distance of approximately 600 feet. Only one wheel of the wagon and an empty milk bottle were intact following the crash. In addition to the wagon being demolished, six pieces of glass in the station were broken by the flying milk bottles and pieces of wood from the wagon. Approximately \$30 worth of milk, cream and butter were destroyed by the crash.

The station platform, covered with broken glass, splinters of wood from the wagon and the track for a distance of 600 feet were strewn with pieces of wagon and the twisted metal milk holders from the wagon.

According to Mr. Glasner he was delivering milk on Victoria street and after finishing his round there started towards Pacific street to cross the track. Before approaching the crossing Mr. Glasner looked east along the track to see if there was a train coming and not seeing any started towards the crossing. He did not see the approaching train from the west as there is a slight bend in the track, which would block his view.

Upon nearing the crossing Mr. Glasner saw the section men, who were near the crossing, waving and they shouted to him, but thinking they were just waving a "good morning," started to cross the tracks. he did not hear what they were saying owing to the noise the wagon was making.

Jumped to safety

Just as he drove his wagon onto the crossing he heard a shrill blast from a whistle and upon looking up saw the approaching train. Knowing that the horses were safely across the track and there was no time left for the wagon to get across, Mr. Glasner jumped and ran for the station platform. Almost simultaneously the train, which was estimated as travelling at about 40 miles an hour, struck the back portion of the milk wagon and the impact was so great that it freed the horses from the wagon and scattered the latter along the station platform and track. The tongue of the wagon was broken off about the middle and the horses continued down the street for a short distance. Except for slight cuts the horses were not hurt. The train was stopped at the Main street crossing and backed to the scene of the accident, but the crew, after learning that no one was injured, gave the order for the train to proceed into Ottawa, where it was due at 8.13 o'clock.

Mr. Glasner is considering that he had a lucky escape, as after jumping from the wagon and running onto the station platform, noticed the approaching train and the position of the wagon, and just had time to dash into shelter as the train whizzed by, throwing the wreckage onto the platform where he was standing.

When seen by the Citizen following the accident, Mr. Glasner said that his escape was remarkable and the second which he had within a short time. His first escape was when his horses ran away and did considerable damage to the wagon. The wagon which was smashed to atoms, had just been repaired and today was the first day it had been out following the overhauling. Mr. Glasner has been driving the wagon for the past fourteen years.

Following the accident, the section men, T. Gibson, foreman, of Royal avenue, Westboro, J.J. Graham, 7 Center street, Westboro, T.I. Gibson, Woodroffe and N. Covollozuk, 44 William street, Westboro, were engaged for a considerable time in picking up the wreckage and cleaning off the station platform.

Railways stop giving rides to transients  
Many juveniles have acquired wonderlust.

Railways are tightening up on the transportation of transients, and the police magistrate has being asked to cooperate. Dennis Beauregarde, 67 Armstrong Street, in police court this morning was charged with trespassing on the C.P. Rly.

Byron Howard, counsel for the C.P. Rly, said for some time the railways allowed men to ride free on freight trains as it was thought this might facilitate them and getting work. Now however, he said, the men should know that one place is as bad as another and they might as well stay where they are. The worst feature however is that many juveniles have the wanderlust and follow the example of adults and stealing rides on freight cars. The railways, said Mr. Howard, will not tolerate children riding on cars. In the case of Beauregarde there was a 12-year-old boy with him. Beauregarde explained that he did not take the boy but the boy hopped on the train and went to Carleton Place. Beauregarde then took charge of the boy and brought him back to Ottawa. He was arrested as he came into the city. Beauregarde was remanded until Thursday.

01/12/1932 *Ottawa Citizen**Carleton Place**Carleton Place*

Accidental death.

A verdict of accidental death with no blame attached to the train crew was returned last night in an inquest held at the police station into the death of Robert Swinburne, aged 6 years, who was fatally injured when run over by a freight train at Carleton Place on Saturday and who died at a local hospital. Coroner R.M. Cairns presided. Eight witnesses testified. Members of the train crew told of three children trying to climb onto the train which was moving slowly, and of calling to them to keep away. The unfortunate boy fell under the train.

25/05/1934 *Ottawa Citizen**Carleton Place**Westboro*

Returns verdict of accidental death.

While returning a verdict of accidental death, a coroner's jury inquiring Wednesday into the death of John Draper, 33 years, of 1 Hillson avenue, Westboro, employe of the Independent Coal Company, who was killed in the company's yards in Westboro, Monday morning, added a ?er to its verdict condemning the movement of railway coal cars by hand on the incline of the coal chute.

The inquest, held in the Westboro town hall under Dr.J.E. Craig, coroner, attracted many residents of the community. J.A. Ritchie, K.C., Crown attorney, was present and did most of the examining of witnesses.

The jury found that "death was due to injuries received when he (John Draper) was run over by a coal car which was not under control when being moved by hand. We condemn the practice in use in the yard of moving cars on the incline of the chute."

03/03/1938 *Ottawa Citizen**Carleton Place**Westboro*

Truck stalled on tracks is twice struck by trains.

Three young men, whose names were not secured, had a narrow escape from serious injury or death last night when a truck that they had been pushing across the railway tracks at Westboro was almost demolished by a west-bound C.P.R. freight train

The accident happened on Victoria street, Westboro, about 10.30. The truck was travelling north and near the crossing the motor stopped. Two passengers got out and started to push the truck over the tracks. When the truck was on the tracks it became stuck again. The three men heard a train approaching and left the truck and ran back out of the reach of any possible flying debris.

When the truck was struck by the train it was pushed about 30 feet up the tracks. Before it could be moved by a tow-truck, an eastbound railway snowplow struck the vehicle again and drove it back to the street crossing. From here it was towed to a garage. Late today no report of the accident had been made to the local provincial police office, and the men were not yet identified.

10/03/1939 *Ottawa Citizen**Carleton Place*

VIEW OF SIR JOHN A. MACDONALD'S FUNERAL TRAIN.

The above pictured train carries remains of great statesman to last resting place near Kingston in June 1891. Note the black crepe on engine tender and baggage car. Standing on the engine an Engineer John Holyhock, Fireman Harry Fraser and Cleaner Rube Smith. Picture taken in the yards at the old Broad street station. See story elsewhere on this page.

Incidents Recalled Sir John's Funeral

The picture reproduced on this page is a sad reminder of that day in mid-June 1891 when thousands of people from Ottawa and all over the Ottawa Valley turned out to attend the funeral of 'Canada's great old statesman and prime mnlster Sir John A. Macdonald.

Every available foot of space in and around the old Broad street station was taken up with people who came to see the casket placed on the train. The train itself from the engine to the last car was draped with black crepe - an impressive sight which brought tears to the eyes of many of the people who were there to bid a last farewell to the remains or the old chieftain.

An outstanding memory of that mournful occasion is that while rain had fallen in torrents during the funeral procession from the church to the train, the moment the casket was lifted from its conveyance and borne towards the train, the rain ceased falling, the skies brightened and the remainder or the day was fair.

It is also an Interesting fact that the coffee served on the funeral train on that occasion was made over the first old oil burners. During the trip to Kingston Sir John's body rested in the baggage car.

The engine and tender shown in the picture weighed 115.000 pounds. compared with 431.000 pounds for some of the present-day iron monsters.

Not one of nine passengers of motor car saw or heard locomotive approaching.

Pounding out of a snow storm and darkness, a CPR passenger train plowed through a crowded motor car stalled on the Churchill avenue (Main street) level crossing in Westboro, at 4.15 Sunday, and took a toll of six dead and two seriously injured. It was a tragic climax to happy family party. The ninth occupant of the car miraculously escaped with only a scratched hand.

The tragedy struck as the sequel to a Good Samaritan act by the driver of the death car. He had stalled across the rails while giving another car a helping helping push. The automobile was smashed to bits by the fast Trans-Canada passenger train as it swung into Ottawa at a 60-miles-per-hour clip.

Two Airmen Killed.

Three members' of an Ottawa family were wiped out and members of three Ottawa district families lost their lives. The two Air Force sons and a daughter-in-law of Mr. and Mrs. Zephir Nadon, of 178 Russell avenue died instantly. A 27-year-old girl, Celina Bazinet; Roger Champagne, 21-year-old son of Mr. and Mrs. Noe Champagne, of Orleans, five miles east of Ottawa, and Sylvio Boyer, 31 -year-old -year-old former Timmins man, were also killed.

The one who; escaped with a scratched hand was another member of the Nadon family. Constable Maurice Nadon, 21. In hospital seriously injured are two girls, one of them an Ottawa resident, and the other a member of the Champagne family.

The automobile was southbound when it stalled' on the right-of-way in the path of the onrushing eastbound train. Spewing its passengers right and left, the car was hurled through the air and landed in a gully 100 'yards east of the crossing, a pile tl junk.

The accident brought tragic end to the New Year's holiday for the Nadon brothers. With their leaves expiring this weekend they were out for their last evening together before returning- to their posts.

The train caught the car as it straddled the crossing. In a fraction of a second automobile and occupants were strewn for a hundred yards along the right-of-way. Apparently no one saw or heard the train as it loomed up through the snow in the pre-dawn darkness. None of the passengers in the car had a chance. The locomotive, locomotive struck with a crash that was heard for blocks around, and the car literally blown apart by the impact. A twisted pile of wreckage which had been the chassis landed in a gully 100 yards east of the crossing while the other parts of the machine lay strewn along the track.

Five Die Instantly.

Five were killed almost instantly, instantly, while the sixth died half an hour after being admitted to the Ottawa Civic Hospital. Sgt. Nadon was found crumpled in the snow . near the crossing. He was still breathing, but died a few minutes later as he was carried into the office of the M. N. Cummings Lumber Mill nearby. As members of the train crew. and other rescuers went to work, they uncovered other bodies and the injured along the right-of-way, right-of-way, but' it was almost an hour before all the occupants of the car had been accounted for. , Miss Basinet's body was found buried under the wreckage. Gilles Nadon was! still alive when he was picked up along the right-of-way, but he succumbed shortly after he was rushed to hospital.

The death car was one of three which left the home of Mr. and Mrs. Maurice . Renaud, Fourth avenue, Westboro, about the same time.

In the first car which was the one pushed over the tracks, were John Page, driver, John Dutrisac and two members of the Champagne family, Rudolphe and Solange, all of Orleans. The driver had difficulty starting the motor and Roger Champagne, driving his Buick 1930 sedan, offered to push Page's car. Following in the rear was J. V. H. Lavigne, of 30 Marier road, Eastview, who was accom panied by another, member of the Champagne family, Miss Yvette, of Eastview, and four or five others.

Wheels Stuck in Tracks,

Champagne's car had succeeded in pushing Page's car over ithe slightly raised crossing. The front wheels caught m the ice-rutted railway tracks and unable to obtain obtain traction on the icy road with his rear wheels, the driver was powerless to move the big car. Then tragedy struck.

The third car arrived a minute or two after the crash and the train had already ground to a stop. Yvette Champagne, one of the first out of the vehicle, stumbled almost immediately upon the body of her. brother, Roger.

Dazed by the shock, she could remember little of what had happened after that.

A graphic account of the tragedy was given by Constable Maurice Nadon, R.C.M.P.. only occupant of the death car to escape injury.

The windows of. the car were frosted, he said, and the only clear spot was on the ; windshield In front of the driver. It was snowing heavily.

"Nobody seemed to hear the train. After it hit us I don't remember anything except picking up the bodies. I remember staggering around in a daze but I don't remember what happened to me from the time of the crash until I found myself picking up bodies."

Gilles, he said, was still breathing when he reached him, so he carried his brother to the nearby mill office first. The others were dead when he found them.

John Mack, superintendent of the lumber yard of M.N. Cummings, which is located to the immediate north of the tracks, was among those first on the scene.

Mr. Mack, with his wife, resides in an apartment above the office not more than 20 yards from the level crossing.

Mrs. Mack was lying in bed awake when she heard the terrific crash.

Heard Train Whistle.

"I heard the whistle of the train and the sound of a racing car motor. Then . there was a crash and screams of a girl. I looked out the window and I saw girl standing in the middle of the roadway screaming, 'My brother is dead', and pointing to a crumpled figure in the snow. I thought at first the man in the snow was the 'only one that had been killed, There was no sign of the car or any other injured, person. Then the girl began running around screaming 'the train has taken the car away.. The girl seemed to be half-crazed with grief," Mrs. Mack related.

Phoned for Ambulances.

After rousing her husband. Mrs. Mack telephoned police, ambulances and doctors. Mr. Mack began to bring the dead and dying into his apartment but as the trainmen and others began to discover bodies along the track and under the tangled debris of the automobile, he opened the office of the lumber, mill. It soon resembled an emergency hospital outpost in the battle line.

"We did not know how many there were and there was so much confusion we were unable to find out from the occupants of the other cars. So we just kept on looking", Mr. Mack said. His zone, Albert Mack, found the body of Miss Bazinet under a piece of the car wreckage 100 yards down the track from the crossing. Dr. L. C. Purvis and Coroner Dr. i.J. S. Nelson rendered medical aid where possible in the improvised hospital and dispatched the injured to the hospital in ambulances of A. L. Tubman. Westboro and! A. E. Veitch and Son. Park- Parkdale avenue at Gladstone.

A inquest opened this morning at the funeral parlors of Gauthier and Company, Limited. 259 St. Patrick street, by Dr. Nelson, coroner of Westboro.

Others Hear Crash..

The crash was heard by many residents in the area. Fred Robins who resides on Main street. some distance south of the crossing said he was awakened from a deep sleep by the noise of the impact.

"It was a terrible sight," he said. "Bodies were all over the place. Some of the girls were screaming and the injured were groaning and crying.

The train was in charge of Engineer! Charles McCurrie. of 48 Julian avenue, Ottawa,- Ottawa, Fireman George Tremblay, 7 Loretta street, and Conductor Henry Budd, 12 Elm street.

As the1 automobile approached the tracks from north to south it was visible for a brief instant to Fireman Tremblay from his lookout on the left side of the cab.

The fireman shouted a quick warning to the engineer and emergency brakes thrown on immediately.

The brakes were applied practically at the same time of the impact and the locomotive came to a stop about 50 yards east of the crossing.

A statement made from the office of the district superintendent .of the C.P.R. said the train was "running on time" on its Vancouver to Montreal run and was travelling 60 miles an hour. The warning whistle was sounded for the crossing. There are no wig-wag or alarm devices there. The train was delayed an hour and 22 minutes after the accident.

Occupants of the first automobile, which barely missed being demolished, were dazed from the shock of seeing their friends and members of their own family wiped out In. one terrible instant. Rudolphe. Champagne and his sister, Solange, in that car, were unable to give any coherent account of what happened or what they did. Rudolphe saw the flicker of the headlight of the locomotive for an instant, then the crash came; with shocking nearness nearness behind the car.

The three in the front seat of the Champagne car were, Roger Champagne, Sgt. and Mrs. Nadon, and in the back seat were the others. Maurice Nadon was seated seated on the right side of the rear seat and; it was believed he was thrown out the door to safety at the impact.

Borden Conley, Nepean township township constable, investigated the accident,



More

**08/06/1942    Ottawa Citizen                      Carleton Place**

Couple get out of auto stalled on rails in time.

Their car stalling as they were crossing the C.P.R. tracks at Main street, Britannia Village, at 9.24 a.m Sunday, Mr. and Mrs. Ernest R. MacFeeters of 158 George street escaped from the machine just before it was struck and demolished by the Pembroke local passenger train which pulled out of Union Station here at nine o'clock.

The car, straddling both rails was struck squarely in the middle of the left side by the front of the locomotive, and was carried down the track a distance of 585 feet, where the train was brought to a stop.

The train crew, composed of Herbert Whelan, 99 Charlotte street, conductor: George Bell, engineer and Richard McNally, fireman, of Ottawa, was obliged to pry the wrecked car from the front of the engine and shove it into the ditch at the side of the track before being able to proceed. The front of the locomotive received some damage.

Mr. MacFeeters said he and his wife had left their cottage at Britannia to drive into Ottawa. He was unable to say whether the electric wig-wag and bell signal on the crossing was operating at the time he approached the tracks. Just as the car got squarely across both rails, the engine, which was still cold, stalled. Looking down the tracks he could see the train approaching.

Taking no chances

"I guess if I had kept my foot on the starter I would have got across in time, but I didn't want to take that chance." Mr. MacFeeters said. He and his wife climbed from the car, leaving it there in the path of the speeding train and stood by to watch the collision.

Andrew McGregor, C.P.R. superintendent, who was early on the scene, surmised the engineer must have had his brakes set before the actual collision occurred to be able to stop within the 585 feet from the crossing. Records at the crossing showed it had been tested and found working satisfactorily shortly after eight o'clock Sunday morning, and a further test of the apparatus after the crash again showed the signal to be in good order.

Word that there had been a smash at Britannia spread rapidly throughout the city with the result that hundreds of persons visited the scene, all of whom were relieved to discover that there had been no casualties. Township Constable Borden Conley and Provincial Constable J.M. Hinchcliffe made a report on the mishap.

**14/07/1947    Ottawa Citizen                      Carleton Place                      Burgess Tools**

Automobile Hit By CPR Flyer

Youth Escapes Death In Crossing Crash

A miraculous escape from death was experienced at 8.22 o'clock this morning, by Eroyne Monette, 18, of 26 Bourque street, Wrightville, whose automobile was struck and carried a distance of more than 50 feet by the eastbound CPR Transcontinental flyer.

The crash occurred at a private level crossing on Ross street, which leads directly into the Burgess Tools Manufacturing plant.

Witness Crash

Fellow employes of the youth who witnessed the accident, told The Evening Citizen, that Monette had driven his car from the plant yard at about 8.20 a.m. and apparently not realizing the swiftly moving train was due to pass the company property, drove onto the level crossing. The front of the massive locomotive struck the 1933 Plymouth sedan and it was reduced to a twisted pile of wrecked metal and fabric.

Hurtled along the right of way by the force of the impact, overturned once, the wrecked car came to rest, right side up with the dazed and bleeding driver seated behind the steering wheel which pinned him to the rear of the front seat. With considerable difficulty he was removed by fellow employes, including Donald Monette, the youth's brother, through the battered right front door.

Donald Monette, fearful for his brother's condition, immediately telephoned A.E. Veitch and son for an ambulance which conveyed him to the Ottawa Civic hospital. Dr. C. A. Young, under whose care the injured youth was placed, described his condition as "fair" although he was suffering from severe shock. The full extent of his injuries have not as yet been determined.

Whistle was Sounded

Train engineer John Beath of Smith's Falls, told Nepean township Constable Andrew Wilson that the train was eastward bound into Ottawa and from the Parkdale level crossing the whistle was sounded as was the bell and kept going to and past the point of the accident.

Joseph William Laroche, North Bay, the conductor in charge of the train, and Fireman John Simpson of Brockville, corroborated the engineer's statement. They expressed surprise that Monette was unable to see and hear the approach of the powerful locomotive.

At the point of the impact a gravel and sand surfaced road crosses the single line track. At the northern side there is a shallow grade with east and west views along the track unhindered by bushes or natural terrain curves. The southern side of the road across the track dips lightly downwards towards Scott street with similar unimpeded vision in either direction.

Monette is an employe at the Burgess tool plant.

**02/08/1947    Ottawa Citizen                      Carleton Place                      Westboro**

A leap from the window of an Ottawa-bound train, travelling 60 miles per hour, sent William Joseph Moyan, 52, of 524 Bay street, to Civic hospital in a critical condition, shortly before seven o'clock last night.

While no apparent reason for the incident, which occurred one mile west of Westboro railway station could be given last night, an investigation has been launched by the Nepean police department, under Sgt. William Saunders, as well as by CPR officials.

Mr. Moylan, unmarried and a veteran of two world wars, was believed to have been returning from a trip to Hamilton and was enroute here on the Brockville train, when he hurled himself from an open window of a coach. An unidentified woman passenger sitting opposite him, witnessed the incident, and her screams attracted trainman, Paul Charron, of 1 Irving avenue, who promptly pulled the emergency signal, bringing the train to a halt.

The train backed up to where Mr. Moyan was found lying unconscious on the south side of the right-of-way, opposite the Leafloor lumber yard in Woodroffe. A Veitch and Son ambulance was immediately summoned to convey the injured man to hospital where an emergency operation was performed on his skull by Dr. J.C. Samis.

The Brockville-Ottawa train, in charge of Engineer Clifford Broom, 138 Spruce street, and Conductor G.W. Weir of Carp, was delayed about 15 minutes in arriving at Union Station here.

J.U. Brazeau, assistant superintendent of the Ottawa division CPR, took over the inquiry in conjunction with the Nepean police.

At an early hour this morning, Mr. Moyan was still unconscious as hospital authorities worked to save his life.

**19/03/1950    Ottawa Journal?                      Carleton Place                      Ashton**

Like the Toys of an Angry Giant (with picture)

Smashed and tossed by the tremendous impact of tons of steel, the wreckage of CPR freight No. 83 lies scattered across the main transcontinental line at Ashton, 20 miles southwest of Ottawa. The broken cars spew their cargo across the snow, the one in the right upper background spreading hundreds of cases of beer about. Seven cars, the engine and the tender are spread around in much the same confusion as would result if a small boy in temper had upset his toy train. The early morning collision Saturday of No. 83 with the rear end of an eastbound freight affected train schedules and connections from Montreal to Sudbury, while dispatchers rerouted freight and passenger to by-pass the smash-up in which two crewmen died and two others were injured. The wreckage was cleared, 250 yards of ripped up track replaced and the line opened for traffic again late Saturday. At either end of the torn right-of-way, the railway wreck-clearing cranes can be seen beginning the job of working their way to the centre of the pile-up.

## West-Bound Freight Slices Into East-Bound

ASHTON, March 18 (Staff) Two Ottawa railway men were killed and two others were injured when a West-bound Canadian Pacific freight sliced into an East-bound freight here at 1.15 a.m. today.

Ashton is 20 miles south-west of Ottawa.

The dead:

Travers A. Short, CPR engineer of 461 Kensington avenue;

George H. Hannan, CPR fireman of 23 Adelaide street.

Both men were on the west bound train. Local No. 89, running from Ottawa to Smith Falls. The Injured:

Thomas C. Gilmer, head-end brakeman, of 217 Riverdale avenue;

A. O. Renaud, trainman of 302 St. Andrew street

Gilmer, on the west-bound train is in Ottawa Civic Hospital with severe scalds and burns, sustained when live steam from bursting engine pipes enveloped him.

Renaud, on the east-bound sustained a fracture of the nose.

Ties Up Traffic

The wreck tied up traffic on the main Canadian Pacific line between between Ottawa and Toronto, but early morning trains were being re-routed, and wrecking crews hoped to have the tracks cleared within a few hours.

The trains met in a blinding, driving snowstorm. Lack of visibility was believed to have been a contributing factor in the wreck, into which Canadian Pacific authorities already have opened their investigation.

How It Happened.

At the moment before impact this was the picture:

The East-bound train was pulling into the passing track siding at Ashton. The engine, tender and several cars had pulled over from the main line to the siding, but the tail-end of the freight train still remained on the main track.

The West-bound train, running between Ottawa and Smiths Falls, was rolling down the main line and sliced into the last eight cars of the freight pulling on to the siding.

How it had happened that the West-bound train piled into the other freight, or why it was the East-bound train hadn't cleared the main line, Canadian Pacific officials would not say.

However, there was some reason to believe there had been a misreading of signals between the crews of both trains.

Head-end Brakeman Gilmer of the West-bound train was heard to say "He gave us the high sign with his headlight".

It was possible the crew of the West-bound train saw a headlight signal through the driving snow, read it to mean the track was clear, and so continued rolling to cut into the other freight

The West-bound threw two East-bound freight cars against the Ashton flag stop station, smashing it and then itself toppled end over end.

The right-of-way was torn up for some 200 yards, littered with splintered ties and twisted steel rails.

First rescuers to reach the scene found the body of Engineer Short lying on the ground near his engine, a crumpled figure covered with blood-spotted snow.

The body of his fireman, George Hannan, was found locked in the wreckage of the cab, unseeing eyes staring ahead while the orange glow from the firebox played grotesquely over his features.

The scene was one of death and desolation the small flagstop station a crazy mass of splintered boards, rail ends jerked upward as high as 20 feet, the wreckage of box cars which had been crushed like match boxes strewn about the area, and railway ties like toothpicks studding the ground.

The eerie bright red and yellow railway flares played over the macabre spectacle as a wrecking crew of 20 men from Ottawa, Stittsville and Carleton Place methodically set about clearing the main line.

Engine Flips End Over End.

The engine of the West-bound freight had flipped end over end and crashed over on its left side near the rails, scalding steam pouring from its burst boilers.

Near by the tender stood tilted on its nose.

CPR officials said the East-bound train had gone to Smiths Falls as local No. 83, and was heading back to Ottawa as an extra freight. The West-bound freight No. 89, left Ottawa at 11.55 p.m.

Doctors from Carleton Place and Smiths Falls drove through the storm over drifted roads to reach the wreck to give aid to the injured. Engineer Short and Fireman Hannan were beyond help.

The Department of Highways rushed a snowplow in from Carleton Place minutes after the wreck was reported to keep the road open for police, ambulances, doctors and rescue workers.

Scene of the wreck was some 200 yards from Highway No. 15 linking Carleton Place and Ottawa.

## Inquest Tuesday Into Ashton Rail Disaster

Circumstances which early Saturday morning caused a high-balling, west-bound CPR freight train to plow into the rear sections of another CPR cargo train at Ashton, killing two men and tying up the main transcontinental line with a wild tangle of smashed engine, tender and box cars will be explained to a coroner's jury at Carleton Place, five miles from the wreck scene, Tuesday evening.

The jury will then arrive at a decision as to just why Engineer Travers Short and Fireman George Hannan, both of Ottawa, were killed

Clearing Line.

Meanwhile, CPR work crews today were still toiling to clear the Ashton right-of-way of wreckage so they could lay new track.

Until the twisted trackage is replaced, CPR traffic is being rerouted round the Ashton line via Smiths Falls and Bedell.

Coroner Dr. J. A. McCwen, of Carleton Place, will preside at the inquest tomorrow. Chief witnesses will be members of the crew of the east-bound train which was struck by the westbound freight, The east-bound was almost completely on a siding when the other train struck it.

## Trees on Railway Tracks.

While tending power lines that had fallen in Springfield Park, three members of the Fire Department were credited with saving the lives of a CPR train crew by flagging down a fast freight before it plowed into a tree lying across the tracks.

The three are Lieut Joseph "Curly" Moynahan, Fireman Norman Thebarga and Fireman Ed. Hill. All are stationed at No. 1 Station in Westboro.

The three had the live wires under control when the CPR transcontinental train, west-bound to Vancouver went by just before midnight Saturday.

Four minutes later a huge elm crashed down across the main line.

Fireman Hill knew a fast freight was due, heading west. In about 10 minutes.

A radio call to the Fire Alarm Headquarters was relayed to the CPR dispatcher but apparently never got to the freight because it roared out of the east right on schedule and heading for the tree blocking the track.

Lieut. Monaghan and Fireman Fireman Thebarga raced east down each side of the track waving flashlights. Fireman Hill drove his pumper alongside the track, turned on the siren, and began flicking his headlights. He also turned on the red, rotating flasher lights on the front of the pumper.

The freight halted only a few feet from the tree, which would have derailed the engine and tender.

## Railway Wreck Suits Settled

Sequel to the derailment of a CPR passenger train at Churchill avenue, Westboro, on January 20, this year, in which Albert Scharf, engineer of the train was killed, a number of legal actions arising out of the crash have been settled, it was intimated in Ontario Supreme Court today. The CPR's transcontinental flyer was derailed when it crashed into a truck owned by the Independent Coal and Lumber Company which was stalled at the level crossing.

While principals in an action taken against the coal and lumber company by Mrs. Scharf over her husband's death declined to reveal the precise amount of the settlement she received, it was learned that it is in the vicinity of \$18,000. O.F. Howe, KC, acted for Mrs. Scharf and T. N. Phelan, KC, of Toronto, for the Independent Coal and Lumber Company.

At Carleton County Courthouse this morning, Roydon A. Hughes, KC, counsel for the lumber company in an action taken against it by the Canadian Pacific Railway arising from the crash intimated that a settlement had been reached and that minutes of the agreement would be filed shortly.

The settlement covers both the action taken by the railway company against the coal company and a counter-claim made by the Independent Coal and Lumber Company against the CPR.

Neither party would divulge the amount of the settlement. It is understood however, that it is not of an order which would have serious financial consequences to either the railway or the coal and lumber company.

In making his announcement to the court, Mr. Hughes intimates that he was doing so with the consent of the other counsel involved.

11/03/1953 *Ottawa Citizen*

Carleton Place

Ottawa, Hinchey avenue

Child walks into train; badly hurt.

A young Ottawa boy who apparently walked into the side of a slow-moving passenger train in the West End yesterday afternoon is in serious condition at the Civic Hospital.

He is Dennis Ouellette, eight-year-old son of Mr. and Mrs. Emille Ouelette of 191 Forward Avenue.

He suffered a fractured skull and a fractured left arm.

The accident happened at the Hunchey Avenue CPR crossing parallel to Scott Street, about 5 p.m.

Mrs. Yvette Trottier of 208 Hinchey Avenue, a witness to the accident, told police the lad was walking with his head down and walked into the left side of the train.

The train crew corroborated Mrs. Trottier's story of the mishap. They told police they blew their whistle and rang their bell before they reached the Hinchey Avenue crossing.

The engineer was Fred Moffitt of 301 James Street. Other train crew members were Fireman George Frankland of 88 Rosemount Avenue and Conductor Edward Watson of 194 Breezehill Avenue.

A passerby, Bernard St. Laurent, 20, of 192 Hinchey Avenue, notified police.

The boy was rushed to the hospital in the Fire Department emergency car manned by Bert Standing and Leo Dallaire.

Constables Wilmott Glenn and William Saubders investigated.

09/09/1957 *Ottawa Citizen*

Carleton Place

In the worst accident of its kind to occur in Ottawa in many months, a family of three persons died in a level crossing crash near Britannia Saturday night shortly after 8 o'clock.

Dead are Robert E. Griffith, 28, his wife Pamela, 25 and the couple's three-year-old son Martin.

Harry McColl, 24, of Richmond, driver of the car, is in Civic Hospital suffering from head and internal injuries, but his condition is not critical.

Natives of Wales, the Griffiths had been in Canada only a little over a year, and had come from Fort Erie two days ago to take up residence at Richmond.

McColl drove his car directly into the path of a Smiths Falls-bound CPR freight train at a crossing on the Henry Side Road. This road runs from Highway 15 to Highway 17, and the crossing is a particularly dangerous one.

--

William Y. Shorthouse, of 173 Daly Avenue, engineer of the freight train, told The Citizen on Sunday that a few seconds before the crash he noticed the automobile approaching the crossing from the south. He had no opportunity to bring the heavy freight train to a stop in time to avoid smashing into the car.

--

From Bruce Chapman - this would be train #83.

03/09/1958 *Ottawa Citizen*

Carleton Place

"CROSS TOWN" by Austin Cross

Life's Goint To Be Dull Without CPR's Old "33".

The Canadian Pacific Railway took Pool train 23 and 24 off the Ottawa-Toronto run after Labor Day. Every night, for 18 years now, Saturday excepted, this train has left Ottawa around midnight for Toronto. Though described as "pool", it ran over CPR tracks with a CPR crew all the way.

Back at the beginning of the war, they found the night train, No. 33, so heavy, they started to run it in two sections. (No. 33 actually began to run from old Broad Street Station at the turn of the century). But train controller Tom Lockwood, would not even admit the existence of this new train, since he had decreed that no new trains were to go on the Toronto, or any other run.

So it was a wide-open secret that there was another train to Toronto at night, and she went by the name: "The Second 33".

In the old days when I would be playing bridge after 11 p.m. - I lived it up those days - I might look up from my potential three no trump and remark:

"The second 33".

"I beg your pardon?" my partner would say. Then I would have to explain what the second 33 was.

This train ran via Trenton and Oshawa rather than follow the first 33 via Havelock and Peterboro.

Everybody liked it, because it left late, and arrived late. It was the last thing out of Toronto at night. In winter, instead of arriving on a cold winter "night", you got to Ottawa late enough to step off in daylight.

Secret was out

The secret of the second 33 became such an open one that it was finally dignified with the number, 23, and it has run now just about 18 years.

But the coach business has fallen off - no one wants to go to Port Hope or Oshawa at night, apparently - and the sleeper business has languished, as we've hired a new breed of early-to-bed-and-early-to-Toronto. So No. 23 degenerated into a "head end train." Then the CPR decided to send its express by piggyback, and the reason for No. 23 evaporated.

So say good bye to this grand war time train. Her big 2400 blasted her way through what later became Alta Vista. We took the curve at Kemptville like a

cortege, and the late sitters got a vista of Smiths Falls at one a.m. Came the dawn, and maybe Whitby, or it could be rejoining the double track at Agincourt.

Then down the Don River till you were set down opposite the Royal York Hotel tunnel.

But the biggest thrill of all was on the return trip, when they double headed you up the long crawl to Leaside Station, while the train fell back to a creep, as the engines' cough got hoarser all the time.

As I say, the CPR is making life dull for me.

Britannia Guard Killed by Train.

A railway crossing guard died instantly last night when he was hit by a train as he leaped to warn teenagers away from the RR gates at Britannia Park. Employed by the city as a special guard at the crossing leading to Lakeside Gardens, Alexandre Synek, 68, of 498 Somerset West, had been on duty at the crossing for the past three summers.

He stepped from his shack as a Dayliner hitting better than 55 miles per hour whistled for the pier crossing.

He managed to pull down his north gate - then tried to race across the track to shut the opposite barrier witnesses said.

The elderly man apparently either slipped or was a bit slow in getting across, police indicated.

Hurled 118 feet.

The left side of the cab of the streamlined diesel car struck him at the hip and hurled his body 118 feet down the track.

The train had Ben Chapman of 84 Hinton Avenue as engineer.

A group of teenagers bound for a special class on life saving had just stepped off the Britannia streetcar on the south side of the crossing as Synek started his fatal dash.

Between trains the gateman sat in a small sentry-like shack on the north west side of the tracks.

"He must have been a bit slow getting out of the box when he heard the dayliner and only got one gate down," a policeman said.

Seeing the youngsters on the south side of the tracks - where the right of way parallels the team track - he dashed to shut the other gate and stop the youngsters.

"He seemed to slip - he was almost across the track when the front of the train slammed him," Gordon Gail, 17, of 262 Parkdale told police.

Gail was walking with Angelina Sztepa, 15, and three other girls all bound for the life saving course.

Sgt. King Ackland and Const. William Lytle investigated at the scene of the 7.20 p.m. accident.

Coroner Dr. W.T. Kendall said the man died almost instantly.

A request is expected.

A retired railwayman Mr. Synek leaves two sons, Oscar of 498 Somerset Street, an engineer with Canadian Pacific and Camille of 46 Nelson Street.

--

From Bruce Chapman Dug out the register book form Carleton Place for April 28th, 1959, and the RDC involved was 9115, just the one car on the train and he was an hour late arriving at Carleton Place.

9115 was a Toronto car, odd that it ended up here going to Chalk River. It must have been in Angus for some work and they were testing it running out of the Glen.

Like a turtle with a wooden leg, the afternoon pool train to Toronto limped through Hull and then proceeded to loaf her way to Toronto. It was the first time I had travelled all-

diesel on the so-called fast afternoon train to Toronto.

No. 263. with diesel power was comparable to some "Slow Train to Yesterday".

A diamond-stacked wood burner would seem no more absurdly out of date in 1959 than does the present nineteen-thirties schedule. They are going to Toronto today almost a full 60 minutes slower than they were doing 28 years ago.

You get wartime speed at 1959 prices; parlor car seats have now gone up to \$2.50.

The CPR diesel stalled around with her outmoded schedule at Carleton Place and Smiths

Falls, and she operated at retarded time all the way to Brockville. There she waits a full 25 minutes. The train takes two hours to go 75.2 miles.

So, after being treated as country cousins by both railways in and out of Brockville (Montreal passengers travel 127.1 miles while we Ottawa folk go only 76.2 miles) on we

go to Toronto. we'll get another agonizing lay over at Brockville en route back to Ottawa.

The diesels today do no better than Sir Henry Thornton's high wheelers back in 1930. Since pooling, the CNR has gone "ahead" backward - with infinitely faster power.

It was exasperating to see those mighty diesels loafing through their 30-year-old time card. Both railways play it cosy, with a sneer for the passenger.

What is needed on the Toronto run is to cut the time by an hour. They take six hours and 15 minutes now; the CNR did it on their own rail, via Harrowsmith, in five hours and something, back in 1931. The CPR pretty much matched it via Tichborne on their old "Royal York"

I suggest the railways change and save the Ottawa people from dying a slow death on this devious, dreary, delaying journey.

The CPR does it on a pooled service from Montreal to Quebec, while the CNR does the

same on the Montreal-Toronto run. Pick one line, then cut the schedule to 4 1/2 hours. They can do it easily.

If a quarter century ago they could do the job with a hand-fired, coal job, you would think they could do better now for the travelling public instead of offering this railway relic.

Britannia Crossing Guard killed by train at Lakeside Gardens crossing.

<https://news.google.ca/newspapers?id=OoZhAAAIBAJ&sjid=JuQFAAAAIBAJ&pg=3943%2C3305378>

Stop sign relocated at Bayview and Scott

In an effort to prevent tie-ups of the CPR lines, a stop sign at Bayview and Scott has been relocated, Traffic Engineer Thor Neilsen said today.

Twice recently the Canadian, CPR crack trans-continental train, has been stopped by traffic piled up across the railway tracks at Bayview and Scott.

Mr. Neilsen said the stop sign was formerly located 45 feet away from the railway tracks. Because of traffic pileups it was lifted and re-located at a point 57 feet away from the nearest line of the tracks. In addition a large sign was erected well in advance of the stop sign to give motorists ample warning of the stop sign's location

Motorists Stopping

Motorists have also been stopping on the tracks at the Parkdale Avenue crossing. The crossing is protected by a wig-wag signal and the traffic flow is controlled by lights at Scott and Parkdale.

But on a number of occasions the Canadian was stalled by cars parked right on the tracks.

Mr. Neilsen said he had received no complaints about the crossing. He said it is one of the oldest crossings in the area and added that little could be done about it.

"We warn motorists not to stop on tracks," he said. "How can we stop them when they are warned by lights and wig-wag signals."

<http://news.google.ca/newspapers?id=RbcxAAAIBAJ&sjid=Q-QFAAAAIBAJ&pg=6878,3421018&dq=railway+train+cpr+bride+to-train+will-train&hl=en>

**30/12/1960**

**Ottawa Citizen**

**Carleton Place**

**Britannia**

Four persons were killed shortly before noon today when their car was struck by a CPR passenger train at the McEwen Avenue crossing in Britannia. The wreckage was carried for 1/4 of a mile west along the tracks.

One of those killed has been tentatively identified as George Stead, 62. The other victims were a woman, another man and a boy. They have not been identified. The accident occurred at 11.15 a.m., when the CPR four-coach train was bound for Brockville from Ottawa.

The crossing has no lights or signals.

The impact of the crash welded the 1950 Pontiac to the front of the diesel and cutting torches had to be used to detach it.

Body thrown from car.

Mr. Stead's body was thrown from the wreckage 100 yards from the crossing, and the bodies of the other three persons were removed when the train came to a stop.

Considerable damage was done to the front of the train.

The train engineer was Stan Patterson, of 706 Churchill Avenue, who was also the engineer when Kenneth Sparks was killed at the Britannia Road crossing November 7, 1960.

The car was travelling north across the track.

Other members of the CPR crew, all Ottawa men, included: W. Nevins, fireman; J.E. Murphy, conductor; J.E. Craig, trainman and W.E. White, baggageman.

The train consisted of a diesel engine, baggage car and three coaches.

The four bodies were taken to the Civic Hospital morgue.

Coroner Dr. W.T. Kendall was called to the scene and pronounced all the victims dead.

Further report in the next day's paper:

<http://news.google.ca/newspapers?id=I9gxAAAIBAJ&sjid=i-QFAAAAIBAJ&pg=7182,3025797&dq=railway+railroad+train+cpr+bride+to-train+will-train&hl=en>

**03/03/1961**

**Ottawa Citizen**

**Carleton Place**

**Westboro**

Landmark Gone

Disappearance with out a trace of the old CPR station at Westboro brings nostalgic memories to oldtimers like Stanley Hutton . . . now over 80. Mr. Hutton remembers when Ottawans used to "take the train" home to Westboro from downtown before there were trams and buses.

Saturdays the platform of the little brown building would be crowded with passengers awaiting transportation to summer cottages at Britannia.

Thousands of winter travellers have stomped in from the icicle-trimmed platform to warm themselves at the pot-bellied stove in the waiting room while the operator in a green eye shade clicked a busy morse key. The last years were years of degradation for the familiar old building.

It stood silent and empty, its windows shattered by unfeeling youngsters of a new generation, its walls covered with their lurid messages.

"It's all gone now, sighs Mr. Hutton.

**20/09/1961**

**Ottawa Citizen**

**Carleton Place**

**Ottawa West**

First step is taken to fill in Nepean Bay.

First step has been taken on a co-operative city-national Capital Commission project to fill in part of Nepean Bay for park and recreation purposes.

The Nepean Bay project, requiring about two years to complete, will provide a causeway to be used as the eastern approach to the new Ottawa River Parkway from Fleet Street and Bayview Rad.

The city has taken action to secure necessary approval from the Public Works department, under the Navigable Waters Act, to construct the Nepean Bay Causeway using rock fill from the city sewerage construction scheme now under way.

The NCC has already started preliminary work on the Ottawa River Parkway from Parkdale Avenue to Island Park Drive.

The current NCC national capital \$20,000,000 railway relocation scheme will result in a general cleanup of the present CPR tracks and old round house in the Nepean Bay area.

The CPR crossing from Ottawa to Hull, via the Prince of Wales Bridge, will remain to provide the only railway link between Ottawa and Hull with the disappearance, about four years hence, of the railway crossing of the Interprovincial Bridge.

Railwayman's Heaven

Engine 1057 on the Carleton Place run

By CATHY McKERCHER Engine Number 1057 205,000 tons of coal-burning, puffing and chugging steel brought the age of steam back to the Ottawa Valley during the weekend.

Dubbed the Mississippi Express, old 10S7 and seven cars made the inaugural run of the National Capital Commission's weekly summer excursion.

More than 275 persons crowded the platform of the Ottawa Station at 10.30 a.m. Sunday in spite of the gloomy weather to climb on board for the hour-long ride to Carleton Place.

The ride was repeated Monday.

The vintage 1912 locomotive pulled five public and two private cars along the tracks at a sedate 25 m.p.h., chugging impressively and blowing its whistle at every crossing.

Passengers leaned out the windows to wave and smile at the crowds that lined the tracks at every settlement, even enjoying the thick black smoke from the engine which sent soot into every part of the train.

And as the engine picked up speed, so did the sun.

Residents of Carleton Place came out in full force, to greet the train as it pulled into the station, many recalling the days when the town was one of the major stops on the CP Rail route.

"We're all very excited about this," said Mayor Eldon Henderson in a welcoming speech to the passengers.

Urban Affairs Minister Ron Basford, the guest of honor of the trip, replied that he had had "a wonderful time."

"This will be the first of many successful runs," he said.

To the last time Mr. Basford rode on a steam train was when he was a child in Manitoba about the same age as his four-year-old son Daniel who came along the ride.

Passengers and residents alike celebrated the train's arrival by listening to an old-time fiddler, watching antique car and farm machinery displays, buying balloons for the children, and taking bus tours from the station to swim at Riverside Park.

Mr. Basford, NCC and CP Rail officials and special guests ate lunch on the train, in a 1927 "director's day car" named the Mount Stephen.

CP Rail official Dave Peters said the car which was panelled in Russian Walnut and fitted with a bar and balcony at the rear cost \$74,000 when it was built and is worth more than \$500,000 today.

It was taken out of storage for Sunday's trip, along with an antique "business car" complete with brass beds to rest on during the return trip to Ottawa.

The five public cars and engine 1057 are owned by the Ontario Rail Association. They were brought to Ottawa by the NCC for the Mississippi Express which will run every Sunday during the summer.

The engine, built in 1912, was used in the Algoma District until 1959, then transferred to Ontario District, based in Owen Sound. It was manned by a crew of five. The cars are the type used by Ontario railways during the 1930s not very different on the inside from ones used today. The NCC had hoped to use the historic locomotive owned by the National Museum of Science and Technology for the weekly excursions, but on inspection. It was found, to be not up to the trip.

It has been sent to rail association headquarters in Toronto to be repaired, and may not be on the tracks again until after Sept. 1.

Next summer, this NCC is planning to operate two routes for the steam trains the Mississippi Express and one to Wakefield, Que., provided public response is good. Mr. Basford says he was surprised to see the number of persons who came just to take pictures and record the sound of Sunday's train. "This just shows how popular steam engines are," he said.

The passengers certainly enjoyed the ride. Many bought souvenir postcards and engineer's hats available in one of the cars.

NCC spokesmen said, sales of tickets which cost \$5 for adults, \$3 for children, or \$15 for families, will help cover the costs of the trip

But the train will run at a loss this summer. Officials would only say this is an "undisclosed sum."

27/06/2009 *Stittsville News**Carleton Place**Stittsville*

All aboard: Railway display at library

All aboard, the railroad's back in Stittsville.

Or at least the next best thing - photographs of the way it was as well as a collection of railway artifacts and memorabilia.

It is all at the Stittsville branch of the Ottawa Public Library thanks to two staff members from the Goulbourn Museum, Tracey Donaldson and Brianne Kerik, who prepared the exhibit and display which is now occupying the ArtSpace wall and accompanying display cabinet at the library branch.

Everyone interested in the railway history of Stittsville as well as Ashton and Richmond is urged to drop in and view the exhibit and display to get a feel for the important role that the railway played in the history of these Goulbourn communities. This exhibit and display on the history of the railway in Goulbourn will be on view at the Stittsville library branch until Wednesday, August 5.

02/07/2009 *Almonte/Carleton Place A* *Carleton Place**Carleton Place*

New Chamber office in former train station officially opens

Bob Hawkins remembers his ride on the last passenger train to ever stop at the former CP station in Carleton Place, ON. "I took my grandson Ryan and we went to Arnprior. He was just a little lad - only four years old," a smiling Hawkins told the Record News EMC. "It was sad to see it (passenger rail service) go." The date was Jan. 14, 1990 meaning the Hawkins' train trip occurred nearly 20 years ago. Only weeks after the last passenger train passed through the community the tracks, which connected Carleton Place and nearby Ottawa, were torn up. It's a move that remains controversial to this day, especially in light of the current trend toward expanded commuter rail service from suburbs, including Carleton Place, into the centre of the nation's capital. The official opening of the sections of the former station which will now house the town's 'Visitors Centre', along with the Chamber offices, touched off a wave of nostalgia. Many of those who came to the opening were there to see how the structure has changed in the two decades since it was last used as a railway station.