

# Local Railway Items from Ottawa Papers - Chaudiere

*Wednesday 18/01/1882 Ottawa Free Press Chaudiere Chaudiere*

Clerk of the city of Ottawa has received the following:

The undersigned, on behalf of the Canada Atlantic Railway, hereby makes application for the use of a portion of the lands held by your corporation in connection with the water works property situate and lying between Broad street and the northerly line of Britannia street, and a small piece between Thomas McKay & Co.'s mill and the westerly end of the iron bridge, together with the necessary street crossings included between the line of the city limits, first concession Ottawa front and the Union Suspension Bridge, as shown upon a profile and plan herewith enclosed to the Clerk of your corporation, for the purpose of laying out and constructing the Chaudiere terminal of the said Canada Atlantic Railway, with the switches and side tracks necessary in connection therewith, subject to such conditions as may be agreed upon between the corporation and the said railway company, and in order to facilitate the settlement of said conditions, I beg to intimate that representatives of the said railway company will be glad to meet a committee of your corporation at an early date for the purpose of considering the conditions and details pertaining thereto. Most respectfully.

E. McGillivray.

President C.A.R. Co. Ottawa, January 16, 1882.

*Thursday 02/03/1882 Ottawa Free Press Chaudiere*

Report of council meeting to consider route of C.A.R. Chaudiere extension.

*Thursday 29/06/1882 Ottawa Citizen Chaudiere Chaudiere*

CAR call for tenders for clearing, grubbing, grading and masonry of the Chaudiere division, almost three miles. No more than one mile will be let in any one contract.

*Thursday 19/10/1882 Ottawa Citizen Chaudiere*

Locating a line - a corps of surveyors are at present engaged in locating the branch line of the Canada Atlantic Railway which is to run from Elgin Street to the Chaudiere. They are now at work in the vicinity of Dr. Malloch's residence, at which point it is thought the line will cross Richmond Road.

*Tuesday 19/12/1882 Ottawa Citizen Chaudiere*

With the exception of the rock cutting at Mount Sherwood on the Chaudiere extension of the CAR, work has been stopped for the winter months. Messrs. Brown and Wilkins have the contract for the rock work, and has a force of men busily engaged. The building of the bridges and culverts have been sublet to Mr. J. Black. It is understood that no delay will take place until the work is completed.

*Monday 28/05/1883 Ottawa Free Press Chaudiere Chaudiere*

The work of laying the branch line of the Canada Atlantic Railway from the station on Elgin street around the western end of the city too the Chaudiere is progressing with great rapidity, a large force being employed.

*Wednesday 30/05/1883 Ottawa Citizen Chaudiere Chaudiere*

The construction of the branch line of the Canada Atlantic Railway between Elgin Street and the Chaudiere piling grounds is being shoved rapidly ahead and a large force of men engaged on the work. It will be completed and opened for traffic at the earliest moment possible.

*Friday 15/06/1883 Renfrew Mercury Chaudiere*

Recently, when working on the Canada Atlantic Railway cut through Mount Sherwood, a horse suddenly sank in the bed of the road. The animal floundered about, but got lower with every effort he made, and a dozen men with planks and a span of horses had all they could do to save him. The horse had got into a quicksand, of which there are several in the cutting immediately between solid rocks.

*Thursday 12/07/1883 Ottawa Citizen Chaudiere Chaudiere*

Rapid progress is being made with the extension of the Canada Atlantic Railway to the Richmond Road. A large number of men are now employed in grading the road near Martin's Mill.

*Tuesday 17/07/1883 Ottawa Free Press Chaudiere Chaudiere*

The Chaudiere Extension of the Canada Atlantic Railway is being pushed rapidly forward. Yesterday they arranged for taking two lots from Mr. Dalglish, next his match factory on the Richmond Road. The line will pass just alongside the factory, but not touch it.

*Tuesday 14/08/1883 Ottawa Free Press Chaudiere Chaudiere*

A Free Press reporter went over the Western extension of the Canada Atlantic Railway yesterday, and found that the new line will be completed in two or three days. The work of construction is being rapidly pushed forward by the contractors, Messrs. Brown & Wilkes, who have a large number of men employed. After leaving Elgin street station, the road strikes due west, running through the property of McLeod Stewart, where there is an earth cutting of about three hundred yards. Then it strikes the level again and continues on to Mount Sherwood, where a very extensive rock cutting met the eye of the reporter. The cutting is about sixteen feet deep, the length of which can be determined from the fact that there are two overhead bridges built across the cutting, the first one crossing the cutting at the foot of Sherwood street, and is one hundred and six feet across. The other bridge crosses the cutting at Bell street, and is sixty-four feet in length. The bridges are very substantial and were built by Mr. William Palen, who has the contract for all the wood work connected with the extension. The work of laying the track was done by Mr. Logan, under the supervision of Mr. G.W. Lampman, chief engineer. After leaving the last named bridge the road proceeds and crosses the main road which leads to Rochesterville where strong iron bridges have been built. The structure is worthy of attention, the plating and riveting being the work of experienced hands. On leaving this point there is a filling of about three hundred yards of an average depth of sixteen feet. The road then proceeds to Rochesterville passing within three hundred feet of the Dam. The land along the line up to this point is well cultivated and well inhabited. There will be two more overhead bridges built, the lumber and material being now on the ground. The road has been surveyed to the lumber yards on the Chaudiere where the company are putting in side tracks for the accommodation of lumber dealers. There will also be a siding put in on the west side of Preston street, where a shunting engine will be kept for the purpose of taking the loaded cars to the yard at Elgin street, where the regular trains will be made up. Mr. Winnie, the General Passenger and Freight Agent, informed this reporter that a lumber train would be put on this week. The extension will be of great advantage to the public as well as the company. On the ultimate completion of the extension there will be two more regular trains put on the road, in order to have no delay in forwarding the lumber and other freight. The surveyors were engaged on Queen street, Chaudiere today, and negotiations are in progress for the purchase of the residence of Dr. Malloch, on the Richmond road, near the St. L. & O. Railway crossing. It is proposed to have the C.A.R. extension cross the Richmond road at the residence mentioned.

*Saturday 29/09/1883 Ottawa Free Press Chaudiere Chaudiere*

The large steam shovel that has been working at Roxborough, on the line of the Canada Atlantic Railway, will be removed up to the Chaudiere, where it will be put into use for the next two weeks.

**Tuesday 09/10/1883 Ottawa Citizen Chaudiere Chaudiere**

The progress on the bridges of the Chaudiere Extension of the Canada Atlantic Railway is highly creditable.

**Thursday 01/11/1883 Ottawa Citizen Chaudiere Chaudiere**

The branch track of the Canada Atlantic to the Chaudiere is now nearly completed.

**Tuesday 06/11/1883 Ottawa Citizen Chaudiere Chaudiere**

The Canada Atlantic Railway extension has now reached Broad Street.

**Tuesday 13/11/1883 Ottawa Free Press Chaudiere Chaudiere**

The steam shovel is still working on the C.A.Ry. extension.

**Saturday 17/11/1883 Ottawa Free Press Chaudiere**

Another ballast train is working on the C.A.R. western division. The extension, it is said,, will be completed this month.

**Friday 23/11/1883 Ottawa Citizen Chaudiere Richmond Road**

The Canada Atlantic Railway are raising the sidewalks and otherwise improving the Richmond Road in the vicinity of their crossing of that thoroughfare.

**Friday 23/11/1883 Ottawa Free Press Chaudiere**

The work of grading the new extension of the C.A.R. is rapidly progressing.

**Wednesday 28/11/1883 Ottawa Free Press Chaudiere**

Lumber trains are being run on the new extension of the Canada Atlantic Railway, daily. The lumber merchants in the vicinity of the Chaudiere think that this is a great convenience to them.

**Thursday 29/11/1883 Ottawa Citizen Chaudiere Bayswater Road**

The new bridge over the branch of the Canada Atlantic Railway at Bayswater is nearly completed.

**Thursday 13/12/1883 Ottawa Citizen Chaudiere Richmond Road**

The Canada Atlantic Railway is putting up a dry wall on each side of the track where it crosses Richmond Road. This is a decided improvement.

**Wednesday 02/01/1884 Ottawa Free Press Chaudiere**

Canada Atlantic timetable advertisement. On and after Wednesday 2 January 1884 trains will leave as follows:--

Trains leave Chaudiere Falls at 7.45 a.m. and 4.35 p.m. for Elgin street with connection to Montreal.

In the other direction trains leave Elgin street at 12.30 p.m. and 8.10 p.m. for Chaudiere Falls.

**Tuesday 08/01/1884 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic Railway Company will shortly turn out a new composite car to be run on the train between the Chaudiere Falls station and Elgin street. It will be one of the finest cars in the country.

**Saturday 26/07/1884 Ottawa Citizen Chaudiere Chaudiere**

The City Corporation in conjunction with the Canada Atlantic Railway Company, is doing good work in grading Broad Street in front of the railway stations. The work was decidedly needed.

**Friday 28/11/1884 Ottawa Free Press Chaudiere Chaudiere**

Improvements are being made at the Canada Atlantic depot, Chaudiere, to facilitate the shipment of lumber during the winter months. Two new plank walks have been constructed and rails laid, for the accommodation of five trains side by side.

**Friday 05/12/1884 Ottawa Citizen Chaudiere Chaudiere**

The Canada Atlantic Railway in order to accommodate their largely increased traffic in the shipment of lumber have laid extra tracks at their Chaudiere Depot. This will very much facilitate the movement of lumber during the winter months.

**Friday 12/12/1884 Ottawa Citizen Chaudiere Richmond Road**

The Canada Atlantic Railway Company, with commendable enterprise, have just erected a neat passenger station at the end of the Chaudiere branch at Richmond Road. This will be a great convenience to the travelling public, and shows that the company are determined to do all in their power for the convenience of their patrons. Check this date s/b 1883?

**Friday 12/12/1884 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic Railway have erected a neat and sufficiently commodious passenger depot at the Chaudiere station.

**Saturday 03/01/1885 Ottawa Citizen Chaudiere Chaudiere**

The new passenger station of the Canada Atlantic Railway at the Chaudiere was opened for the convenience of passengers on New Year's Day. It is a very neat and comfortable building and will be no doubt appreciated by passengers at the West End.

**Monday 23/02/1885 Ottawa Free Press Chaudiere Chaudiere**

An excavation is being made for the foundation of a house at the corner of Ottawa and Bridge streets. Should the C.A.R. build a station near No. 1 fire station, as is expected, Ottawa street will come into some prominence as the most direct route between the two stations.

**29/06/1885 Ottawa Citizen Chaudiere Richmond Road**

Canada Atlantic advertisement 29 June 1885. Trains depart from Richmond Road 15 minutes earlier and arrive there 15 minutes later than Elgin Street.

**Tuesday 15/09/1885 Ottawa Citizen Chaudiere Chaudiere**

The C.A.R. Extension

The special committee of the city council appointed to confer with the Canada Atlantic authorities regarding the proposed extension of that line at the Chaudiere will hold a meeting in the city hall this evening.

**Monday 21/09/1885 Ottawa Free Press Chaudiere Chaudiere**

On Saturday last the joint committee of the city and the Canada Atlantic railway company went over the ground which the company wishes to acquire as a right of way to the Chaudiere pilling grounds. The parties present on behalf of the company were Mr. Mountain, C.E., and Mr. Perley and Mr. Brooks, while the city was represented by his Worship the mayor, Ald. Hutchinson, Cunningham, Durocher, Desjardins, Cox and City Engineer Surtees. No decision was come to but the line to be taken is hardly to be questioned. The rails already reach Broad street and the line will run along the bank north of Wellington street cutting over the aqueduct close to the fire station and then across Queen street into Britannia terrace. This will render the fire station of no use. The line will not cut into the building but will come so close to it that the reels will have no fair chance of turning out. The company is aware of this and is willing to build a new station for the city in any suitable location. A portion of the test house ground at the junction of Queen street and Britannia terrace will also be cut off. For this the company has also proposed to make compensation. One trouble exists from a legal point of view. Can the city give the railway any right of way over the ground dedicated for water works purposes. This is a matter which will create considerable argument.

**Wednesday 23/09/1885 Ottawa Free Press Chaudiere Chaudiere**

The proposition for the Chaudiere branch of the Canada Atlantic to cross Queen street promised to meet with considerable opposition. The street is now one of the main outlets of the city and there will be a big kick against the chance of it being blocked by long freight trains.

**Monday 14/12/1885 Ottawa Free Press Chaudiere Chaudiere**

It has been suggested by some competent engineers that, in order to avoid the crossing of Queen street by the proposed branch track of the Canada Atlantic, a lower level than at present should be taken and the trains run under Pooley's bridge. This would be a great convenience to the general public.

**Friday 15/01/1886 Ottawa Journal Chaudiere**

The rumor circulated throughout the city yesterday that the Canada Atlantic Railway was making an effort to reach the Hull lumber piles by bridging the Ottawa via the Chaudiere island is denied. A director this afternoon stated that the project had not been contemplated but admitted that it would likely be a matter for future consideration.

**Thursday 11/03/1886 Ottawa Free Press Chaudiere Chaudiere**

Today some of the officials of the Canada Atlantic railway were engaged in inspecting the site for the proposed crossing of their railway at Pooley's bridge.

**Tuesday 16/03/1886 Ottawa Free Press Chaudiere Chaudiere**

A rumor is current amongst the lumbermen of the Chaudiere that if the Canada Atlantic railway obtains right of way through the lumber yards that planing mills will be constructed in connection with the saw mills. The lumber will be made ready for building purposes before being shipped.

**Saturday 20/03/1886 Ottawa Citizen Chaudiere Chaudiere**

Canada Atlantic Extension

The railway to obtain right of way over the aqueduct

The civic committee to whom had been referred the application of the Canada Atlantic Railway Company for a right of way across certain streets and over the aqueduct and waterworks property for a proposed extension of their line into the lumber yards, held their second meeting yesterday afternoon to complete their report to the Council. All the members were present, namely, Mayor McDougal and Ald. Hutchinson, Cox, Brown, Heney, O'Keefe and Durocher. City Solicitor MacTavish was also in attendance and Mr. J.R. Booth represented the Canada Atlantic Railway. A report was drawn up which was entirely satisfactory to both parties. It recommended that the corporation give to the railway company the solicited permission only so far as they legally have the power to do so, and for so long only as the company shall conform in every particular to the regulations laid down at length in the report. These embrace principally that

A SINGLE TRACK

only shall cross Broad, Lett, Lloyd and Queen streets, the approach to Queen street being between the waterworks pump house and the present No. 1 fire station, and the crossing of the street just north of Pooley's bridge. The company are to erect and maintain the necessary gates at the crossings, and not allow cars or engines to stand or stop at crossings. The gates are to be of the latest approved description and watchmen are to be kept at each crossing. The width of the land allowed to be used across the aqueduct property has been restricted to the minimum necessary for a single track - about 25 feet in place of 100 asked. The aqueduct will be arched over with stone arching where the track will cross it, between Lett and Lloyd streets. In lieu of the present No 1

FIRE STATION

which will be rendered useless by the extension the company undertake to erect, before the 1st October, 1886, a substantial brick building on Duke street probably about 30 feet wide and 46 feet in depth, two storeys high with mansard roof and hose tower attached. In compensation for the waterworks land, which the railway company have the use of, they agree to purchase and hand over to the city other property of equal extent and value, the city needing this for storage purposes. The company agreed to fence the track wherever required. The corporation gives the permission to the company on the distinct understanding that the city

SHALL NOT BE LIABLE

for any expense whatever in connection with the matter and the company also agree that in case the aqueduct should require to be extended, they will perform all the necessary excavation for deepening and enlarging such extension at any time when required by the corporation, to the distance of at least 15 feet on each side of the centre of the railway crossing.

It will thus be seen that the Canada Atlantic gives very

SUBSTANTIAL COMPENSATION

for the privileges acquired from the city. In laying out the route for the extension, the public convenience has not been lost sight of. From Broad street the track will run just along the side of the hill leading up to Wellington street and the streets which it will cross, with the exception of Broad and Queen streets, are almost unused at the point of crossing. Then the crossing of Queen street can be seen from a good distance in any direction, which will tend to avert accidents. The principal railway traffic too, will likely be in the early morning and after nightfall, the cars being shunted across in the morning, for instance, loaded and taken away after the street traffic has ceased at night. There is no doubt that this extension will be of immense commercial value to the lumber kings of the Capital.

**Saturday 20/03/1886 Ottawa Free Press Chaudiere Chaudiere**

The stone for the covering of the waterworks aqueduct is now ready at Hull quarries. The CAR company will have teams employed drawing the stone next week.

In connection with the new scheme for the Canada Atlantic line crossing to the Chaudiere, it may be mentioned that another is in course of preparation, which if carried into execution, will make Ottawa street the main approach to the Canadian Pacific depot.

The Canada Atlantic

Proposed Extension Sanctioned by the City

A special meeting of the city council was held last evening to receive the committee report respecting the right of way proposed to be granted to the Canada Atlantic Railway at the Chaudiere Flats. Mayor McDougal occupied the chair and all the aldermen were present.

THE C.P.R. HEARD FROM

A communication from the solicitor of the Canadian Pacific Railway was read. It asked that in making the proposed arrangements with the Canada Atlantic Railway a participation in the privileges granted be provided for.

The communication was laid over for consideration.

THE PROPOSED CONCESSIONS

The report of the special committee was then read. It is a very lengthy document. A synopsis of its content appeared in the Citizen on Saturday. The report was signed by all the committee except Ald. Cox.

A PROTEST

On motion to go into committee of the whole on the report, Ald. Cox moved in amendment that the report of the special committee be not adopted and further that it is inexpedient for this council to grant the Canada Atlantic Railway permission to lay their track along any portion of our waterworks property, the said property having been specially expropriated for waterworks purposes only and is really required for extending such works, and the Council further protest against the proposed crossing of Queen Street at the level of said street.

There was no seconder for this motion.

THE REPORT CONSIDERED

The council then went into the committee of the whole and took up the report clause by clause.

The first clause laying down the proposed route of the extension from Broad Street to near Bridge at the intersection of Britannia Terrace, having been read, the plan was produced and examined by those aldermen not on the committee.

Ald. Brown dilated upon the debt the city owed to the Canada Atlantic Railway for the advantages it had conferred and pointed out the compensation the company offered for the privileges granted. He hoped no opposition would be offered to the report.

Ald. Cox said to give this right of way would be all very well if there were no other means by which the railway extension could be brought about, but held that there were other routes more in the public interest. He objected to the crossing of Queen Street at that point where about twelve vehicles crossed every minute, and also to the line running along the waterworks aqueduct past where the time for the extension of the works had passed. He characterized the proposal as a disgrace to the corporation.

Ald. O'Keefe pointed out the advantages which the railway had conferred upon the city in keeping down freight and passenger rates, in the money that it circulated here with its large number of employees, and in other ways. He also pointed out the advantages to accrue from the extended facilities for lumber shipment. He pointed out that the company employed 161 men around Ottawa, whose monthly wages were \$66,000; that the winter shipments gave employment to 200 men who would otherwise be idle; that by this extension a great proportion of the heavy traffic would be taken off the Chaudiere streets and that the removal of the lumber piles consequent on the railway extension would remove danger to the city from fire there.

Some further discussion, of a nature a bit excited and personal took place, and the clause was adopted.

The following clauses were then taken up and passed seriatim without material discussion or alteration.

The committee rose and reported progress.

On the motion to adopt the report, Ald. Durocher made a lengthy speech explaining upon what grounds he favoured granting these privileges. As an advocate of granting bonuses to industries he felt it his duty to give every possible encouragement to this great industry.

The mayor said ten years ago he had taken part in having the bonus granted to this railway, the contention being that the city would be benefited by having the road run to the lumber yards. Still being of this opinion he was in favour of giving them these facilities now. He pointed out how the freight rates had been 17c per hundred before the Canada Atlantic was built while now it was only 10c. He pointed out that it was altogether likely that manufactories would take the place of the lumber piles to be removed. He thought all possible precautions had been taken to prevent injury to the waterworks. He deplored the necessity of having the railway cross city streets, but showed that this had to be done in every city. With respect to the plan of having the track cross under Pooley's Bridge, he pointed out that engineering difficulties stood in the way, besides which such crossing would block future extension of the waterworks. If the railway went by the upper end of Broad Street, as also advocated, he pointed out that it would have to cross the C.P.R. tracks as well as several important streets. He hoped the company would build a passenger railway on the route of their extensions as this would be a decided advantage to residents of the West End. He said that after the Canadian Pacific Railway's communication had been received a special meeting had been held at which Mr. J.R. Booth had then expressed his willingness that the C.P.R. should come in on the proposed extension, on reasonable compensatory conditions of course. The lumbermen fully recognized the desirability of having both roads run into the lumber yards.

The by-law authorizing the Mayor to enter into the necessary agreement with the Canada Atlantic company was read and passed.

*Thursday 25/03/1886 Ottawa Citizen Chaudiere Chaudiere*

Work Commenced. Preparations for the Canada Atlantic extension at the Chaudiere are being pushed. The stone for the bridge across the aqueduct is now being hauled. It is calculated that 100 men will be employed in making the extension, which will be completed in about three months at an estimated cost of \$125,000.

*Thursday 25/03/1886 Ottawa Journal Chaudiere*

Mr. Mountain and Mr. Linsley of the C.A.R. have been engaged to supervise the construction of the route of the C.A.R. extension. Both are efficient and experienced men.

*Monday 29/03/1886 Ottawa Journal Chaudiere Chaudiere*

Burglars broke into the office of the Canada Atlantic Railway at the Chaudiere a few nights ago. They threw the contents of a trunk on the floor, and, as nothing was missing, it is expected they beat a hasty retreat. The police have been notified.

*Monday 05/04/1886 Ottawa Free Press Chaudiere Chaudiere*

The Canada Atlantic railway is engaged in drawing stone for the new piece of line, and have concluded several contracts for the construction of the work, The agreement between the corporation and the company will probably be signed today.

*Wednesday 07/04/1886 Ottawa Free Press Chaudiere Chaudiere*

The agreement between the corporation of the city of Ottawa and the Canada Atlantic railway, for the construction of the Chaudiere extension railway, was signed, sealed and delivered on Monday afternoon.

**Saturday 17/04/1886 Ottawa Free Press Chaudiere Chaudiere**

Preliminaries having been completed, the construction of the proposed extension of the branch of the C.A.R. into the Chaudiere, will be commenced in a few days. This new line has been a long felt need among the lumber merchants of the Chaudiere and the prospect of its completion will be hailed by them with delight. Mr. Geo. Mountain, engineer to the C.A.R. company was out with his staff making a sort of preliminary survey over the proposed route this morning. The regular survey will be commenced on Monday next and the work of construction will be pushed on as soon afterwards as possible. Starting from the terminus of the track, at Broad and Wellington streets, the new line will run across Broad street and through Dr. Hill's grounds, clearing his residence by about forty feet. The extension will then be continued across Bridge street, below the Victoria ward school, to the aqueduct, which it will strike close to the Lett street bridge. It is intended to cover over the whole length of the aqueduct between Lloyd street and the Lett street bridges. The object of this is more especially to prevent any possibility of dirt or refuse getting into the water from the railway. The direction of the track across this bridge will not be at right angles to the line of the aqueduct, but will be considerably inclined. The line will then be continued across Lett st. through the corporation yard, at present stored with lumber, to the pump house and then, making a curve round by the fire station, will strike across Queen street through the press house yard, along Britannia terrace into the lumber yards, probably terminating somewhere in the immediate vicinity of the Chaudiere iron bridge. As the rails will pass within ten feet of the entrance to the present fire station, that building will have to be rebuilt elsewhere, an improvement which is sadly needed. The construction of the proposed bridge across the aqueduct will probably be commenced next week. Mr. Mountain has been all over the private rights of way through which the track will have to pass and has been assisted in every way by the proprietors. In fact, the whole undertaking, which will be rather onerous for the company, has been much facilitated by the assistance rendered by the corporation and private parties interested. There will be altogether be five level street crossings, namely, on Broad, bridge, Lloyd, Lett and Queen streets. The approaches to the crossings on each street will be gently inclined so as not in any way to impede the ordinary street traffic. The amount of work which this undertaking will involve will be very great, when compared to the actual length of the extension. He embankments along the whole course will have to be supported by stone masonry, while the construction of the bridge will be no small work. A large force of men will be employed and the line is expected to be completed this season.

**Thursday 06/05/1886 Ottawa Free Press Chaudiere Chaudiere**

The men employed on the C.A.R. extension were busily engaged this morning laying the foundation for the proposed tunnel over the aqueduct. This work is now being pushed on rapidly and Mr. Mountain's, the engineer, prediction that this would be completed this season seems to be in a fair way to be verified.

**Saturday 22/05/1886 Ottawa Journal Chaudiere Chaudiere**

The viaduct being constructed over the water works to enable the Canada Atlantic Railway to reach the lumber yards at the Chaudiere is progressing rapidly. A large number of masons are at work and a section of the arch is approaching completion. The work is of much greater proportions than was at first anticipated and will furnish employment for a large staff of men for some months to come.

**Monday 31/05/1886 Ottawa Free Press Chaudiere Chaudiere**

Operations in connection with the C.A.R. extension into the Chaudiere, are making rapid progress. About one half of the aqueduct, between the Lloyd and Lett street bridges, have been tunnelled and the supports are being got rapidly in position for the remainder. As fast as the masonry in the tunnel is completed the outside is being covered with a thick deposit of stones and sand, consequently when it is finished there will be no trace of the stone work visible except from beneath. Mr. Mountain, the company's engineer, informed a reporter this morning that the tunnel would in all probability be finished by the 1st of July, and at a cost of about \$15,000. The whole extension is expected to be finished and in working order before the middle of August. Considerable work will be necessary to perform the grading between Broad street and the tunnel. This portion of the line will skirt the side of a rather steep incline and a high embankment will be necessary in some places. Another difficult portion to construct will be that portion of the line which will run along the back of Britannia Terrace. As the line will have to be thirty feet out from the road, it will have to run along the bank of the gully, consequence a heavy embankment will be required there also. The terminus will be close to the first iron bridge. The company will also have to grade Lett and Lloyd streets above the bridges and this will require several hundred tons of sand, &c. There will be no gates for the crossing on the two above named streets, but on Queen street automatic bars will be applied. The total cost of the extension will probably be over \$125,000.

**Wednesday 16/06/1886 Ottawa Free Press Chaudiere Chaudiere**

Work on the C.A.R. extension into the Chaudiere is being rapidly pushed forward. The tunnel over the aqueduct between the Lloyd and the Lett street bridges is almost finished and so far presents a most solid and substantial appearance. There seems to be a fair prospect of the tunnel being finished by July 1st, as predicted.

**28/06/1886 Ottawa Citizen Chaudiere Richmond Road chaudiere**

Canada Atlantic Railway advertisement June 28 1886.

A train leaves Richmond Road station at 7.45 a.m. and 4.35 p.m. connecting with trains leaving Elgin Street at 8.00 a.m. and 4.50 p.m.

**Friday 23/07/1886 Ottawa Journal Chaudiere Chaudiere**

A Journal reporter, meeting Mr. J.R. Booth this morning asked him what he intended to do if his offer to the City Council of \$5,500 for the building of the Chaudiere Fire Station was rejected. Mr. Booth stated that if his offer, which he considered a liberal one, was rejected, he would build the station as he first agreed upon his own plans. He stated that he would have the work done, and done satisfactorily, for \$5,000 but he offered the council \$5,500, as he did not wish to be bothered with it having sufficient to attend to in his own private business.

**Tuesday 10/08/1886 Ottawa Journal Chaudiere Chaudiere**

It transpired that twenty-two tenders were received yesterday, for the construction of the new fire station on the Chaudiere. The committee threw out two of this number, one of the contractors tendering for the wrong job, the other omitting to mention a figure. Many of the tenders were high, while several were correspondingly low. The sum of \$5,500 agreed to be paid by Mr. J.R. Booth in lieu of erecting the station has been deposited to the credit of the Corporation.

**Thursday 19/08/1886 Ottawa Journal Chaudiere Chaudiere**

Mr. John McKenna has secured the contract for the new fire station at the Chaudiere, the contract price being \$4,500. - - Operations were commenced forthwith, and this afternoon a large gang of men were engaged on the site of the proposed building.

**Saturday 11/09/1886 Ottawa Journal Chaudiere Chaudiere**

No. 1 new fire station, which is being erected on the corner of Queen and Duke streets, is getting along fairly. The foundation has been laid and the body of the building is now in progress. The building is 26 feet by 46 feet and will be quite an improvement on the former one which will be taken down on account of the extension of the Canada Atlantic Railroad passing over that ground. The new building is to cost about \$3,700, and will be finished by the first of December, after which it will be fitted up with a 1 modern improvements. There will be a residence above the station for the guardian. (check date)

**Tuesday 21/09/1886 Ottawa Free Press Chaudiere Chaudiere**

The tunnel over the aqueduct between the Lloyd and Lett street bridges in connection with the C.A.R. extension into the Chaudiere has been finished for some time past, and the residents of the Chaudiere are wondering when operations in connection with the road are to be commenced. Three months ago it was predicted that the extension would be completed this fall, but so far nothing has been done beyond the tunnel.

**Tuesday 26/09/1886 Ottawa Free Press Chaudiere Chaudiere**

Work has been suspended on the construction of the Chaudiere extension of the Canada Atlantic railway for some time. It is probable that it will be resumed in the course of the next month.

**Wednesday 29/09/1886 Ottawa Citizen Chaudiere Chaudiere**

Work on the extension of the Canada Atlantic at the Chaudiere is not being rushed at the moment, as the track cannot be extended past the waterworks property until the new fire station is completed and the old building is abandoned, Good progress is being made with the station.

**Tuesday 30/09/1886 Ottawa Free Press Chaudiere Chaudiere**

It is several weeks since the tunnel erected over the aqueduct, between the Lett and Lloyd street bridges in connection with the Chaudiere extension of the C.A.R. was finished, yet no other portion of the proposed line seems to be in course of construction. It is surmised that the work has been postponed until next spring.

**Tuesday 04/10/1886 Ottawa Free Press Chaudiere Chaudiere**

The work of placing the mansard roof on the new Chaudiere fire station, is being rapidly proceeded with.

**Saturday 06/11/1886 Ottawa Free Press Chaudiere Chaudiere**

Every effort is being made to have the new fire station on Duke street completed before the winter sets in. The hose tower is almost completed while almost all that remains to be done with the Main building is the completion of the interior fittings.--

**Friday 12/11/1886 Ottawa Free Press Chaudiere Chaudiere**

It is reported that one reason why the Chaudiere extension of the C.A.R. has not been pushed this year is the enormous prices demanded by certain land owners on the Flats, for the privilege of running through their property. The owner of one lot, it is said, has asked \$1,700.

**Monday 20/12/1886 Ottawa Journal Chaudiere Chaudiere**

The new No. 1 station is now completed and will be occupied very soon.

**Thursday 06/01/1887 Ottawa Free Press Chaudiere Chaudiere**

The firemen took possession of No. 1 station at the Chaudiere yesterday.

**Thursday 31/03/1887 Ottawa Free Press Chaudiere Chaudiere**

It is highly probable that operations in connection with the C.A.R. extension into the Chaudiere will be commenced early in May. In that case the old fire station will probably have to come down. There is a general desire among the lumbermen to have the road completed as soon as possible and under this stimulus it will probably be finished by September.

**Tuesday 05/04/1887 Ottawa Free Press Chaudiere Chaudiere**

It is expected that operations in connection with the C.A.R. extension into the Chaudiere will be commenced about the middle of May.

**Friday 22/04/1887 Ottawa Free Press Chaudiere Chaudiere**

Operations in connection with the laying of the track on the C.A.R. extension into the Chaudiere will be commenced next week. It is thought the rails will be down by the beginning of August.

**Wednesday 27/04/1887 Ottawa Free Press Chaudiere Chaudiere**

An old frame house near the aqueduct was pulled down this morning. It is said this is only the beginning of similar operations in connection with the extension of the Canada Atlantic railroad into the Chaudiere.

**Monday 02/05/1887 Ottawa Free Press Chaudiere Chaudiere**

Matters in connection with the proposed extension of the C.A.R. into the Chaudiere are not encouraging. Last year it was the old fire station which prevented the work from being pushed forward. Since then several fresh obstacles have arisen, chiefly on the part of those holding land through which the proposed route lies. These obstacles are so complicated and have multiplied so rapidly, that the work promises to be postponed indefinitely.

**Wednesday 04/05/1887 Ottawa Journal Chaudiere Chaudiere**

Mr. Alex. Fleck, secretary of the Canada Atlantic Railroad, stated to a Journal reporter that the much talked of Chaudiere extension of that line would not likely be built this summer as the company are experiencing difficulty in obtaining land for the right of way and station building.

**Saturday 21/05/1887 Ottawa Citizen Chaudiere Chaudiere**

It is understood that at the meeting of the Directors of the Canada Atlantic Railway to be held on the 31st. inst. the Chaudiere extension question will come up for discussion, the right of way having, it is stated been amicably settled between the company and the property owners.

**Wednesday 01/06/1887 Ottawa Citizen Chaudiere Chaudiere**

Extract from C.A.R. directors meeting: The Chaudiere extension of the road will at once be commenced and finished as soon as possible, the proposed extension being considered a very valuable one.

**Wednesday 27/07/1887 Ottawa Journal Chaudiere Chaudiere**

The stone cutting yards at the Canada Atlantic Railroad station, which have been used up to the present by Mr. A. Charlebois, the contractor for the new departmental building, will be deserted next week, the stonework for the new building having been completed.

**Tuesday 09/08/1887 Ottawa Journal Chaudiere Elgin street**

The Canada Atlantic Railway Company are now running all their regular trains to the station at the Chaudiere instead of as formerly only stopping at the Elgin street depot.

**Wednesday 10/08/1887 Ottawa Free Press Chaudiere Chaudiere**

The rails for the Chaudiere extension of the C.A.R. have arrived and the line will be completed this fall. A handsome new station will be built on the Flats and it is probable that a considerable amount of freight will be despatched from the new Headquarters. The offices will also be removed.

Mr. G.A. Mountain, engineer of the Canada Atlantic Railway, has completed plans for the extension of that company's line across the Ottawa river to Hull. The extension has been surveyed and definitely located from the corner of the Richmond road and Broad street to the square off Bridge street, where Ahearn & Co.'s blacksmith shop now stands. This would, of course give the company an entrance into all the lumber yards on the Chaudiere, but the company desire, in addition, to have their line run into the extensive lumber yards of the E.B. Manufacturing Company and Messrs. Hurdman and Co. which are on the Hull side of the river.

It was first proposed to bridge the Ottawa from a point between Messrs. J.R. Booth's and Perley & Pattee's saw mills on the Ontario side and Messrs. Hurdman & Co.'s property on the Quebec side of the river but it was concluded that this would be too expensive, the span being very wide and the difficulty of construction much greater than it would be further away from the falls. Mr. Mountain's new plans are for the construction of the line from the square off Bridge street to the Ontario shore of the river back of McKay & Co.'s flour mills, and then to build an iron truss bridge across the river from a point about one hundred feet below the present Suspension bridge to the Quebec shore.

The present intention is to complete the extension of the lines to the Ottawa side and lumber yards early in the spring and it is hoped that before next fall the Ottawa river will be dredged and the line completed into the city of Hull.

The reason the company's officials give for the extension of the line across the Ottawa river is of course to tap the lumber yards on the Quebec side, but it is understood there is a further objective in mind. It has always been the intention of the Canada Atlantic people to have a line to Sault Ste. Marie to compete for the western freight carrying business, and it is rumored that the real object of the Company in bridging the Ottawa is to connect their line with the Pontiac & Pacific Junction Railway at Hull. This is provided the Pontiac & Pacific can buy the Aylmer branch and get into Hull. If not the Canada Atlantic would run their line to Aylmer and there connect with the Pontiac & Pacific, which will by next year be completed to the Sault.

(Date may be wrong)

Canada Atlantic Extension

The arbitration case between the Canada Atlantic Railway and Dr. Hill in reference to the value of Dr. Hill's property on the Richmond Road is being continued. As soon as the case is settled the case of Canada Atlantic Railway and Higginson will come up. This is to fix a price on some property adjoining Dr. Hill's property, and when that is settled the company will have the right of way settled until they reach Britannia avenue where another arbitration case with Messrs. Grier & Bronson will come up, thus completing the right of way of the extension to the corner of Bridge street and Britannia avenue.

A prominent official of the Canada Atlantic says as soon as the company have the right of way secured, and the arbitration cases finished the construction of the extension will be commenced.

The line will run from the end of the present track on Broad street, back of Dr. Hill's residence, along the waterworks aqueduct, crossing the aqueduct between Lett and Lloyd streets in a slanting direction, (over the place recently arched over) along the north side of the aqueduct to Queen Street West crossing that street at the north end of Pooley's Bridge, passing through the yard of the Waterworks Press House within twenty feet of the building crossing Britannia Avenue about eight hundred yards from the corner of Queen Street West, along the east side of Britannia Avenue, through the property award by the Grier & Bronson estate to the lot near the corner of Britannia Avenue and Bridge street.

The station house, which will be the termination of the extension, will be constructed on the property now occupied by T. Ahearn's blacksmith shop. From this point, branch lines will be constructed into all the lumber yards, thus enabling the lumber men to load their cars with lumber right in their yards. It is also the intention of the company to do away with the small passenger station on Broad street, and use the new station house on Bridge street as a central passenger and freight depot for the Chaudiere and Hull. This work may all be carried out before Christmas if the arbitration is settled within a reasonable time.

"What about bridging the Ottawa?" queried the reporter.

"Oh, well. That is in the future. It is possible that the Ottawa will be bridged, or at least that the line will be run into E.B. Eddy's lumber yards, but, of course, nothing definite is known of that as yet.

For many years past the lumbermen of the Chaudiere have had the utmost difficulty in securing suitable piling grounds for the immense quantity of lumber which is every year turned out from the various sawmills and thousands of dollars have been expended in building extensive docks and turning every possible place and every foot of ground about their mills into piling grounds for lumber.

As the years advanced their resources gave out, and it was impossible to secure piling grounds at any cost, and in many instances lumber had to be carted as far as half a mile to the shipping docks. This was a very costly way of drying lumber, and in consequence many of the lumbermen preferred to ship their lumber by boat direct from the saws without drying it. This was also costly as a barge load of wet lumber contains only about one third the amount that the same barge would contain if loaded with dry lumber.

In addition to all this it was found that nearly all the piling grounds at the Chaudiere were of little use, as they were so low, so near the river, and so thickly piled that the bottoms of almost every pile of lumber were destroyed with blue mould.

For years the lumbermen have tried their utmost to solve this difficulty, but every effort failed, until a short time ago when the Canada Atlantic Railway Company decided to extend their line to the Chaudiere. The line of the Canada Atlantic Extension, as it is known, extends from the Elgin street depot around the outskirts of the city in a semi-circle over considerable high ground to a point near the Richmond Road and the Union Depot. As soon as the arbitration cases now pending are over, and the right of way of the company's line settled, the Canada Atlantic Extension will be continued to the corner of Bridge street and Victoria Avenue on the Chaudiere where a large station house will be erected. From this station house a series of switch lines will be built into all the lumber yards and into each mill. The proposition is to run flat cars right up to the various mills, when the lumber will be taken direct from the saw and drawn by yard locomotives over the line of railway to points between the present Richmond Road station and the Elgin street depot.

The different lumber firms, including Messrs. J.R. Booth, Perley & Pattee, Bronson & Weston, and other firms, have secured large piling grounds along the line of the railway from the Elgin Street depot to the Richmond Road station, in which they are now placing switch lines between the places which will shortly be occupied by lumber piles. When this green lumber from the saw is taken round to these yards, it will be run off on the switch lines and piled in the yard to which it belongs. By this means the lumber will be dry in a very short time, and the cost of conveying the lumber to the grounds will be less than formerly as carting will be done away with largely. The switch lines in the yards will also serve when the lumber is being shipped for export as the cars can be run right up to the piles and the lumber loaded without difficulty. A prominent lumberman said to a Journal reporter today that the idea was a good one and would save thousands of dollars every year to the lumbermen. "As soon as the railway company get their extension built we will begin to pile our lumber in the new yards, and before the end of next season millions of feet of lumber will surround the city from the Elgin Street depot to the Richmond Road station.

Canada Atlantic Extension. Mr. J.A. Morrison (? Should be Mountain) who has charge of the extension of the Canada Atlantic to the Chaudiere has started a gang of men to build the line across Dr. Hill's property recently obtained by arbitration for \$10,000. As this portion runs through a swamp it will be necessary to construct an embankment ten feet high.

The work on the Canada Atlantic railway extension passing over Dr. Hill's late property has been begun by a gang of men under the supervision of Mr. J.A. Mountain. An embankment will be constructed ten feet high to pass through the swamp.

The court of arbitration in the case of the C.A.R. Company vs. W. Higginson, over the price to be paid by the company for a right of way through some property belonging to him adjoining the property of Dr. Hill, will sit next week.

**Saturday 18/02/1888 Ottawa Free Press Chaudiere Chaudiere**

On the Canada Atlantic there have been very heavy shipments of lumber. More lumber is being shipped from the Chaudiere depot than from any other shipping point in Canada. The prospects are that the rest of the winter will show a continuance of the shipments on a heavy scale. The yard is full of loaded sleds waiting for cars.

**Saturday 03/03/1888 Ottawa Journal Chaudiere Chaudiere Extension**

Mr. E.J. Chamberlain, general manager of the Canada Atlantic Railway Company speaking to a Journal reporter.

"When will the C.A.R. extension to the Chaudiere be completed?"

"There are two more arbitrations to come off before the right of way is secured, but it is expected that the cars will be running into all the mills on this side of the river before the close of the sawing season.

**Thursday 31/05/1888 Ottawa Citizen Chaudiere Chaudiere**

The Chaudiere Extension line and the Coteau Bridge questions will come up at a special meeting of the C.A.R. Company to be held on the 26th June.

**Friday 01/06/1888 Ottawa Free Press Chaudiere**

A flagman should be placed at the cutting on Concession street, Mount Sherwood, by the railway company. It is said to be a bad place where drivers cannot see when a train is coming past until they are right up to the track.

**Wednesday 13/06/1888 Ottawa Free Press Chaudiere Chaudiere**

The Chaudiere extension of the C.A.R. is now being rapidly pushed forward. Surveyors were busy today placing pickets for the course and grading of the metals, and in a few weeks the cars will be running into the great lumber district.

**Saturday 16/06/1888 Ottawa Journal Chaudiere Richmond Road**

The Canada Atlantic Railway company have discontinued running their passenger trains to the Richmond Road station for the present in consequence of the work on the extension to the Chaudiere.

The notice also appeared in the Ottawa Free Press for Friday 15 June.

**Saturday 16/06/1888 Ottawa Citizen Chaudiere Chaudiere**

Owing to construction work on the Chaudiere branch of the Canada Atlantic Railway passenger trains heretofore leaving the Richmond Road station are discontinued until further notice.

This notice appeared in subsequent editions until June 19th when the CAR advertisement was modified by deleting reference to the Richmond Road service - the 10 November 1887 date was retained however.

**Monday 18/06/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic Railway Company have put a steam shovel to work at their gravel pit to load cars for the fill in on the line of their extension over the Hill and Higginson property. The work of building the revetment wall along the face of the cliff on Britannia terrace will begin next week. Hundreds of tons of filling in will be necessary at this point. The line will cross Queen Street West and Britannia Terrace on Tuesday next. When the rails are laid a diamond will be made with the Street Railway Companies (sic) track on that street.

**Wednesday 20/06/1888 Ottawa Free Press Chaudiere Chaudiere**

The C.A.R. company have arranged to have the work of constructing their extension at the Chaudiere completed by the middle of July. As soon as the road is ready they will commence shipping timber from the yards with the most improved facilities. The work is being pushed forward rapidly.

The C.A. railway extension track is now laid nearly to the waterworks aqueduct at the Chaudiere. It is said they contemplate building a bridge over the Ottawa river via the island opposite Parliament Hill to connect with the proposed Gatineau Valley railway on the Hull shore.

**Thursday 21/06/1888 Ottawa Citizen Chaudiere Chaudiere**

The Chaudiere extension of the Canada Atlantic Railway is now laid to the Waterworks Aqueduct, and yesterday preparations were commenced for bridging Queen Street. The company will push the work as fast as possible.

**Thursday 21/06/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic extension at the Chaudiere has been completed to the waterworks aqueduct and preparations were made yesterday to construct the line across Queen street west.

**Friday 22/06/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic railway company have a gang of workmen engaged removing the street railway tracks at the corner of Queen street west and Britannia terrace at Pooley's bridge for the purpose of making a diamond semiphore (sic) when the Canada Atlantic extension crosses the street.

**Tuesday 26/06/1888 Ottawa Free Press Chaudiere Chaudiere**

The Chaudiere line is being quickly laid. The work of raising the street car track is now going on.

**Thursday 28/06/1888 Ottawa Free Press Chaudiere Chaudiere**

The first train on the Chaudiere extension branch of the Canada Atlantic railway passed over the city waterworks aqueduct at seven o'clock this morning and consisted of ten flat cars laden with ballast in charge of Mechanical Superintendent Donaldson. The patent safety crossing bars, manufactured by an American company and made of iron worked like a charm. One man manipulated a crank which dropped four posts at once, two on each side of the crossing at Queen street, thus stopping all traffic. Ballast trains were running all day, and the track is now laid a good distance towards Bridge street, back of the new No. 1 fire station. People in that vicinity this morning were much excited over the passing of the first train and businessmen seem quite jubilant over the advent of the iron horse.

**Friday 29/06/1888 Ottawa Citizen Chaudiere Chaudiere**

Yesterday morning the first train passed over the Chaudiere extension branch of the Canada Atlantic Railway. It was laden with ballast and under the charge of Mechanical Superintendent Donaldson.

**Saturday 30/06/1888 Ottawa Free Press Chaudiere Chaudiere**

The C.A. Railway extension track is now all filled in around the old waterworks office at the junction of Queen and Britannia streets. The trestle work is completed to the extremity of Britannia street.

**Tuesday 03/07/1888 Ottawa Free Press Chaudiere Chaudiere**

On Saturday afternoon the trestlework on the C.A. railway extension near Britannia street gave way, and two flat cars of the gravel train were thrown off the track. Conductor Bob McKee, who was in charge, had to jump off and severely sprained an ankle. As a consequence, the crew of the ballast train were obliged to work yesterday.

**Wednesday 04/07/1888 Ottawa Free Press Chaudiere Chaudiere**

The Chaudiere extension of the Canada Atlantic Railway is now almost completed. The work was done in remarkably quick time.

**Friday 13/07/1888 Ottawa Free Press Chaudiere Chaudiere**

The C.A.R. having raised the street railway track a little near Perley's bridge have put in a fine cobble gutter to the side walk. More of these gutters would be an improvement to the city.

**Tuesday 17/07/1888 Ottawa Free Press Chaudiere Chaudiere**

Gongs have been placed on the C.A.R. extension iron crossing bars on Queen street and ring a warning when they are about to be lowered.

**Wednesday 18/07/1888 Ottawa Journal Chaudiere Chaudiere**

The C.A.R. company have 60 men working day and night at their gravel pit back of Rochesterville loading gravel on cars and conveying it to the end of the line of extension on Britannia Terrace.

**Friday 20/07/1888 Ottawa Free Press Chaudiere Chaudiere**

To ensure more safety the Canada Atlantic Railway company are building a fence around their extension to Bridge street from the Queen street crossing westwards.

**Thursday 26/07/1888 Ottawa Free Press Chaudiere Chaudiere**

The press house yard has been considerably reduced by the new Chaudiere extension of the C.A.R., and the waterworks will, in future, have no room to spare.

**Thursday 26/07/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic Railway company have a number of workmen engaged excavating for the foundation of the new station house at the Chaudiere which will be erected at once.

**Saturday 28/07/1888 Ottawa Journal Chaudiere Chaudiere**

Mr. J.E. (sic) Chamberlain, general manager of the Canada Atlantic Railway, inspected the extension of that line along Britannia Terrace to Queen's Acre yesterday, the work of construction having been entirely completed. The work done was found to be perfectly satisfactory. Workmen are now engaged in removing the old buildings on Queen's Acres preparatory to the construction of the new depot at that place. The company's workmen are also engaged fencing in the track along Britannia terrace from Queen street west to the site of the new depot.

**Saturday 28/07/1888 Ottawa Free Press Chaudiere Queen street**

A Chaudiere horse came near being badly hurt this morning by making a break for the C.A.R. crossing while the bars were being lowered. As it was, the animal, which was driven by a man named Armand of Hull, got a severe blow in the head which staggered it. The horse became frightened at the noise of an approaching train, and his driver could not hold him back from the crossing.

**Wednesday 31/07/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic Railway Company have completed laying rails on their Chaudiere Extension to the terminus on Queen's Acre. The line has yet to be ballasted from Queen street west to the terminus.

**Friday 02/08/1888 Ottawa Free Press Chaudiere Chaudiere**

Locomotives 5 and 6 of the C.A.R., are engaged daily in drawing some 110 car loads of gravel from Booth's siding to the Chaudiere extension of the road. A monster steam shovel with a capacity of nearly two cubic yards a dip, is used in the work and loads a train of six cars in short order. The cars are self dumping. After the siding is exhausted gravel will be taken from Hurdman's Cut and Roxboro pit. The work of ballasting the extension, which now reaches to Bridge street, will probably take till the fall to complete.

**Friday 10/08/1888 Ottawa Free Press Chaudiere Chaudiere**

The C.A.R. extension steam shovel has been removed to a fresh cliff of clay at Booth's siding, the old one having been exhausted. Several large lumber piles had to be removed before this could be done.

Locomotive No. 6 of the C.A.R. is now engaged in drawing stone from the Flats, a large quantity of which lies west of Pooley's Bridge, for the Chaudiere extension.

**Monday 12/08/1888 Ottawa Citizen Chaudiere Chaudiere**

A young boy named Watkins, living on Bridge Street attempted to ride his bicycle across the new C.A.R. track on Bridge Street on Saturday. The attempt was not a success, as the boy came over the handles on to his head and received several scalp wounds.

**Wednesday 15/08/1888 Ottawa Free Press Chaudiere**

Train leaves Chaudiere 7.40, Elgin street 8.00 for Clarke's Island.

**Friday 17/08/1888 Ottawa Free Press Chaudiere Chaudiere**

A glance around Britannia terrace shows that the residents are presently suffering somewhat severely from the construction of the C.A.R. Chaudiere extension. At present, as was pointed out by Ald Hutchison of the Board of Works on Wednesday, it is impossible, or next to it, for them to reach their yards with loads of coal or wood. Still anyone who has the slightest foresight can easily see that the construction of this line will, in time, greatly enhance the value of the property in this neighborhood.

**Saturday 18/08/1888 Ottawa Free Press Chaudiere Chaudiere**

The ballasting of the extension of the C.A.R. at the Chaudiere is making good progress. The steam shovel has been removed to a fresh siding.

**Thursday 23/08/1888 Ottawa Free Press Chaudiere Chaudiere**

John Swirl, the guidesman of the C.A.R. steam shovel at Booth's siding, accidentally fell off it yesterday and sustained a few bruises which, fortunately, were not serious.

The much wanted shelter for the gateman at the C.A.R. crossing on Queen street will now shortly be built. He stood his post well during the recent heavy rains.

**Monday 27/08/1888 Ottawa Free Press Chaudiere Chaudiere**

A box car on the C.A.R. extension line suddenly collapsed off the trucks at the Queen street crossing about 2 o'clock on Saturday morning, while a gravel train was proceeding to the limit of the extension. The wreck was cleared off by daylight.

**Tuesday 28/08/1888 Ottawa Free Press Chaudiere Chaudiere**

No 30 locomotive of the C.A.R. has been withdrawn from the Chaudiere extension, and Nos. 5 and 6 engines are now doing the work of hauling gravel. No. 30 brings in fine gravel from Moose Creek.

**Wednesday 29/08/1888 Ottawa Free Press Chaudiere Chaudiere**

Engineer Jim Casey of the C.A.R. has been transferred from the extension ballast trains to the Montreal passenger services. No. 5 locomotive will shortly go into the shop for repairs and will hereafter be used for heavy work on the main line. The last train of earth from Moose Creek for the C.A.R. extension at the Chaudiere reached the city this morning. After today gravel will be drawn to the western (sic) extension from Clarke's Island to Rouse's Point.

**Thursday 30/08/1888 Ottawa Free Press Chaudiere Chaudiere**

When completed the C.A.R. extension at the Chaudiere will include eight tracks in all. Lumber shipments will be taken on the new extension next week. The second track on the C.A.R. extension, which was laid down west of Pooley's bridge, has now been completed.

**Saturday 08/09/1888 Canada Lumberman Chaudiere**

At Ottawa the Canada Atlantic railway company have at last got their Chaudiere extension into working order. On Saturday September 8th, the first shipment of lumber was made over the new extension. The shipment consisted of thirty-two cars of lumber from Messrs. J.R. Booth's yards consigned to Messrs. Shepherd and Morse of Burlington. The company have men laying down platforms between the four terminating switches of the line where the lumber from the yards will be loaded. The idea of extending the tracks across Bridge street into Booth's lumner yards and also across on to Victoria island into Messrs. Brinson & Weston's yards has been abandoned until next spring and for the present the lumber for shipment will be loaded at the Crown acre station.

**Monday 17/09/1888 Ottawa Free Press Chaudiere Chaudiere**

The completion of the Canada Atlantic Railway Chaudiere extension is now almost accomplished as the many switches which were being laid during the last few weeks were on Saturday properly completed and ready for traffic. That the extension is now open for business is shown from the fact that during last night and today at noon fully one hundred freight cars had been shunted from the yards on Elgin street over the new line to the Chaudiere where they were today being loaded with lumber of all sorts and other materials by the different firms in the vicinity. J.R. Booth found use for fully fifty box cars, all of which were being loaded for shipments to Burlington, Vermont and other New England points. The Eddy Manufacturing Company also partook of the advantages of the new branch, which they say is very convenient, and were shipping carloads of pails, tubs and such like articles as are manufactured by them, to many places along this now famous line, which before caused them considerable inconvenience owing to the distances they had to convey their goods from Hull across to the Depot on Elgin street. On the whole the opening up of the extension has caused quite a boom in lumber circles around the Chaudiere, as all is bustle around the new yard today. The facilities for shipping are most perfect. A space forty feet wide is planked with 3-inch boards between the different switches throughout the length of the entire yard.

**Tuesday 18/09/1888 Ottawa Citizen Chaudiere Chaudiere**

The Chaudiere extension of the C.A.R. is now almost complete and yesterday a large number of cars were shunted on to the new line and run to the Chaudiere for lumber, Messrs. J.R. Booth and E.B. Eddy both took advantage of the opening, and nearly one hundred cars were loaded during the day.

**Friday 21/09/1888 Ottawa Citizen Chaudiere Chaudiere**

Evidence in the arbitration case between the Canada Atlantic Railway and the Chaudiere lumbermen regarding land on Britannia Terrace expropriated for railway purposes, was heard yesterday by arbitrators Hiram Robinson, C.R. Cunningham and Jas. Cunningham.

**Saturday 22/09/1888 Ottawa Free Press Chaudiere Chaudiere wood**

The C.A.R. steam shovel will be moved on Monday from Booth's siding at the Chaudiere to Perley's Cut, the former pit being exhausted for ballasting purposes. Another new platform is being put down at the C.A.R. extension on the Chaudiere and will much add to the accommodation for shipping lumber and grain in that section.

A new shunting engine, a hard coal burner, will shortly arrive for the C.A.R. for use at the new Chaudiere yards.

**Saturday 22/09/1888 Ottawa Citizen Chaudiere Chaudiere**

The company's extension into the lumber piling grounds at the Chaudiere, is proving not only a great convenience, but it is effecting an unlooked for economy. For instance, with the regular force of men, the Eddy Manufacturing Company are now enabled to load three additional cars per day, and Messrs. Perley and Pattee are able to do away with one gang of men altogether.

**Thursday 04/10/1888 Ottawa Journal Chaudiere**

Two hundred and thirty-five freight cars were loaded at the Chaudiere on the C.A.R. extension during last week with lumber for Burlington and New York.

**Friday 05/10/1888 Ottawa Free Press Chaudiere Chaudiere**

A complete block took place on Queen Street, Chaudiere, shortly before noon today, owing to the time the railway gates were closed to allow of shunting.

**Monday 08/10/1888 Ottawa Free Press Chaudiere Chaudiere**

Two locomotives of the C.A.R. engaged in hauling gravel from Moose Creek to the Chaudiere extension for some time past, have resumed operations in hauling from Booth's siding, a couple of miles west of the Queen street crossing.

**Saturday 18/10/1888 Ottawa Free Press Chaudiere Chaudiere**

The C.A.R. are further extending their platform for the lumber business so as to enable them more rapidly to ship.

**Thursday 18/10/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic Railway Company have a large gang of workmen engaged on building a cribwork on the embankment facing Britannia terrace, on which it is proposed to lay another siding track for lumber cars. The space between the tracks has been planked for a distance of one thousand feet from the end of the track on Bridge street, making room for the loading of some forty cars in one train.

**Wednesday 24/10/1888 Ottawa Citizen Chaudiere Chaudiere**

The Canada Atlantic extension has given no end of satisfaction to the lumbermen. There are now three yards along the line, the object being to enable the company to take the green lumber from the mills, convey it to these yards about a mile and a half distant where it is piled up to dry for shipment direct to its destination in the States. Carting and extra handling is done away with and in addition the lumber is piled outside the city limits in open piling grounds where it dries much quicker than in the damp atmosphere of the Chaudiere. During the last week 942 carloads of lumber were taken from the end of the extension to the track at Crown acre and piled in these new grounds.

**Thursday 25/10/1888 Ottawa Free Press Chaudiere Chaudiere**

During the past ten days the Canada Atlantic Railway has carried nearly 1,200 carloads of lumber from their Chaudiere extension to the piling grounds west of Pooley's bridge. The extra ground there proves an great boon to Chaudiere lumbermen who were cramped for room at their yards.

**Saturday 27/10/1888 Ottawa Free Press Chaudiere Chaudiere**

The amount of carloads taken daily from the Canada Atlantic is somewhat surprising. Yesterday nearly one hundred carloads were drawn to the piling grounds west of Pooley's bridge.

**Monday 29/10/1888 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic Railway carried away about seventy-five carloads of lumber from their Chaudiere extension Saturday last.

**Friday 02/11/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic Railway have now nearly completed their coal sheds at the Union depot which when completed will have a capacity of 25,000 tons.

**Friday 02/11/1888 Ottawa Free Press Chaudiere Chaudiere**

The C.A.R. extension at the Chaudiere will be finished in two week's time when the filling up will be finished. Some fifty carloads of lumber is the daily average now taken by the C.A.R. from the Flats to the piling grounds.

**Wednesday 07/11/1888 Ottawa Free Press Chaudiere Bridge Street chaudiere**

In backing some freight cars on the Canada Atlantic extension Monday a G.T.R. car was pushed over the tracks on to Bridge street. While endeavoring to raise it on the rails, the wheels in the rear came off, having become fast in the mud of immediately on the other side of the crossing.

**Monday 12/11/1888 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic Railway company have a number of workmen engaged in building a small station house at Crown Acre facing Bridge street. This station will be used only as a freight depot.

**Friday 16/11/1888 Ottawa Free Press Chaudiere Chaudiere**

A neatly painted caboose has at length been constructed at the Chaudiere end of Pooley's bridge for the gateman at the Queen street crossing of the Canada Atlantic extension. A miniature coal stove and comfortable fittings in the interior will prove a boon to the official in charge during the winter months.

**Monday 19/11/1888 Ottawa Free Press Chaudiere Chaudiere**

The construction caboose of the Canada Atlantic was run in on the new Chaudiere extension yesterday morning and a gang of navvies were immediately set to work laying in a new switch. Some thirty cars were ready for shipment hence the need for putting the men to work yesterday in order to get them off early this morning.

**Friday 23/11/1888 Ottawa Free Press Chaudiere Chaudiere**

The workmen engaged in filling in the C.A.R. extension will finish up their work tomorrow and be withdrawn to other sections of the line.

**Monday 26/11/1888 Ottawa Free Press Chaudiere Chaudiere**

The last load of ballast arrived at the Chaudiere extension Saturday afternoon. It was no sooner scattered than a force of carpenters were put on to work on the plank walk which completes the extension so far. There is no danger of any more freight cars being shunted over the side walk on Bridge street as the C.A.R. have recently erected five butters to prevent it. Passengers going that way daily accordingly feel somewhat relieved from accidents.

**Saturday 01/12/1888 Ottawa Free Press Chaudiere Chaudiere**

A number of Canada Atlantic railway cars are at present being laden with grain at the Chaudiere for transport for McKay & Co.

**Monday 03/12/1888 Ottawa Free Press Chaudiere Chaudiere**

The C.A.R. gatekeeper at Pooley's bridge, Chaudiere, has been given comfortable quarters for the winter, a neat and comfortable cabin having been erected for his use.

**Friday 20/12/1888 Ottawa Journal Chaudiere Chaudiere**

The C.A.R. have purchased sixteen lots of land back of Mount Sherwood along the line of their Chaudiere Extension. The additional property acquired will be utilized for spurs to Messrs. J.R. Booth and Perley and Pattee's new lumber yards.

**Friday 21/12/1888 Ottawa Free Press Chaudiere Chaudiere**

Flagmen are placed at each of the crossings of the Chaudiere extension of the C.A.R. but with the exception of the one at Queen street west gates, no shelter is provided for them. Some of the men suffered severely from exposure during the blizzard this morning.

**Saturday 29/12/1888 Ottawa Journal Chaudiere**

Some of the leading lumbermen are discussing the project of piling their lumber outside the city limits, the C.A.R. Co. having offered to haul it in green state at a special rate per thousand feet.

**Friday 11/01/1889 Ottawa Free Press Chaudiere Chaudiere**

The pending arbitration between the Canada Atlantic Railway and the Chaudiere lumber firms will be held again tonight when the evidence on behalf of the railway company will likely be concluded. The arbitration is over the right of way of the Chaudiere Extension.

**Monday 12/01/1889 Ottawa Journal Chaudiere Chaudiere**

The Canada Atlantic Railway Company shipped last week from the Chaudiere 245 car loads of lumber to Montreal and New England points. These are large shipments for this time of year.

C.A.R. Enterprise.

Project for moving lumber piles from the Chaudiere.

The company propose to pile all the Chaudiere lumber along the line of the extension and clear out the old waterside yards.

The Canada Atlantic Railway have proposed an extension for the Chaudiere lumberman which, if consummated, will be of the greatest benefit to the city on opening up the valuable water lots at the Chaudiere which are now owned by the lumbermen and used by them as lumber piling grounds, for other classes of industry.

Mr. J.E. Chamberlain, General Manager of the Canada Atlantic Railway company speaking to a Journal reporter last evening said: For some years past the Chaudiere lumbermen have been somewhat cramped for want of piling room at the Chaudiere in close proximity to their mills, and during the past two years have had to cart their lumber for several miles out back of Rochesterville, where suitable piling grounds could be obtained. This state of affairs led to the construction of the Canada Atlantic Railway extension to the Chaudiere. The railway company have made a proposition to all the lumber firms on the Ontario side of the Ottawa river and the Chaudiere which, if accepted will enable those firms to have all their lumber piled in their new yards along the line of the extension where there is plenty of room and piling grounds far superior to their present yards where the lumber will dry easier and quicker, where there will be less handling for shipment and where they will have to pay a much smaller rate for insurance. In addition to these advantages, if the heavy stock of lumber now piled in the Chaudiere yards is removed it will enable the lumbermen to dispose of this valuable property to other industries and for instance as sawdust paper pulp factories &c.

"What is this proposition?"

The Canada Atlantic have offered to extend their tracks into every sawmill at the Chaudiere and take the green lumber as it comes from the saws, load it on to platform car and convey it to the new piling grounds out back of Rochesterville for 15 cents per thousand feet which is much cheaper than is now done by carting, even from the mills to the present yards. Then there will be no carting as the lumber is shipped as our cars can load in the new yards. The lumbermen have considered the matter and some of the firms have agreed to the proposal and if I am not much mistaken, before the end of next summer you will see the Canada Atlantic cars into every mill at the Chaudiere and the present immense stock of lumber which renders the west end of the city so dangerous from fire removed beyond the outskirts of the city. We at any rate will do our duty and in doing so we will be advancing the interests of the city at large.

The Canada Atlantic company are now having built by the Rathbun Lumber company of Deseronto two hundred twenty ton platform cars, thirty four feet in length which will be needed in this business and fifty of that number are now at Ottawa.

To aid us in the large lumber carrying business we expect to receive, we have just completed the construction of 1,000 feet of new dock at La Colle for the shipment of Canadian lumber via C.A.R. and boat lines to Whiteball.

"Can you carry this lumber cheaper than it can be carried from Ottawa by boat?"

We can, twenty-five to fifty cents per thousand feet cheaper.

"This will be rough on the forwarders?"

Not on Ottawa or Canadian forwarders, but you will not have the large fleets of small American canal boats at Ottawa that you used to have. We are cutting into their business, but not into the Canadian forwarder's business.

We will receive from Philadelphia in a few days a new locomotive, one of the most powerful constructed, which will be used to haul the green lumber from the lumber mills at the Chaudiere to the new yards. The new locomotive will burn anthracite coal so as to prevent danger from fire. It will cost about \$11,000.

**Thursday 23/01/1889 Ottawa Journal Chaudiere Chaudiere**

Mr. J.R. Booth, Chaudiere lumberman, has purchased for a piling ground about twenty acres of land extending from the line of the C.A.R. Chaudiere extension, north of Concession St. along the south side of Messrs. Perley and Pattee's new lumber yard to St. Louis dam. The C.A.R. will commence next week a spur into this piling ground with side tracks. Mr. Booth's lumber grounds in Rochesterville cover about forty acres.

**Thursday 24/01/1889 Ottawa Free Press Chaudiere Chaudiere**

Mr. J.R. Booth, the Chaudiere lumber merchant, recently purchased about twelve acres of land north of Concession street, alongside Messrs. Perley & Pattee's new lumber yards. A branch of the Canada Atlantic will be extended into the new district, work on which will commence next week.

**Monday 04/02/1889 Ottawa Free Press Chaudiere Chaudiere**

The Chaudiere extension of the C.A. railway will be supplied with a new locomotive about the first of April. It will be expressly used for shunting green lumber over that portion of the line. The new engine is being built at Philadelphia, Pa., and will cost some \$11,000. It is expected in a few days.

The C.A.R. are now having an order filled for two hundred twenty ton platform cars twenty four feet long which will be here for the opening of the spring rush of business. The new cars are being built by the Rathbun Lumber company of Deseronto, Ont. A few cars of the same dimensions were received by the company from Deseronto some time ago.

**Thursday 17/05/1889 Ottawa Journal Chaudiere Lett Street**

The C.A.R. have a large gang of men and a construction train engaged in grading up the approaches to their level crossings on Bridge, Lett and Lloyd Streets. When they have done this work the city engineer will bring before the Board of Works the question of grading them so as to avoid the steep ascent to Wellington Street.

**Wednesday 05/06/1889 Ottawa Free Press Chaudiere Chaudiere wood**

The new hard coal burning engine which the Canada Atlantic Railway purchased recently from the Baldwin Locomotive Works is doing very satisfactory service.

**Saturday 20/07/1889 Ottawa Journal Chaudiere Chaudiere**

While the C.A.R. employees special for Clarke's Island leaves Elgin Street at 6.45 a.m. Tuesday, a special will start from Chaudiere about 25 minutes earlier, stopping at Rochesterville, Bank Street etc. so as to accommodate people from that vicinity and Hull.

**Wednesday 14/08/1889 Ottawa Free Press Chaudiere Richmond Road**

Special train tomorrow on C.A. railway for Clark Island leaves Richmond Road at 7.05 and Elgin street station at 7.15.

**Friday 01/11/1889 Ottawa Citizen Chaudiere Chaudiere**

A contractor, and an expert at that, estimates that the laying of the clear water pipe from the pumphouse to the railway bridge will cost about a dollar a foot, or about \$6,300 in all. It is not expected that there will be any stoppage in the water supply during the laying of the pipe.

**Thursday 06/02/1890 Ottawa Free Press Chaudiere Chaudiere**

Messrs. Brewder & McNaught, contractors for the laying of the new steel pipe, got through the troublesome work of fixing the pipe in the aqueduct under the Canada Atlantic bridge today. After construction of the first pier they will put on another gang of men at work.

**Wednesday 16/04/1890 Ottawa Journal Chaudiere Chaudiere**

The Chaudiere yards of the C.A.R. are rapidly growing busier, and the prospects show that a brisk season's trade will be done. For some time past there has been a great dearth of cars and as a consequence the yards have exhibited an appearance of inactivity. Now, however the car famine has terminated and over one hundred cars a day are being loaded and despatched.

**Wednesday 20/08/1890 Ottawa Journal Chaudiere**

Those intending to take the Clark Island excursion tomorrow from the Chaudiere district will be glad to know that a special train for their accommodation leaves Broad Street at 8 a.m. This train is timed to leave Elgin Street at 8.30. --

**Wednesday 05/11/1890 Ottawa Journal Chaudiere**

Brisk work at the Chaudiere. Supply of cars far short of demand. C.A.R. about 400 cars are despatched each week for American points. Neither is the C.P.R. able to supply a sufficient number for the demand.

**Saturday 28/03/1891 Ottawa Journal Chaudiere Chaudiere**

The new Canada Atlantic Railway company's office at the Chaudiere is now ready for occupation and will likely be moved into next week. The office is a great improvement on the present quarters.

**01/07/1891 Canada Lumberman Chaudiere Export Lumber Co.**

The Export Lumber Co. have built a track from the Chaudiere branch of the C.A.R. on the line between their piling grounds and those of J.R. Booth.

**Wednesday 10/02/1892 Ottawa Citizen Chaudiere**

Quite a large quantity of pulpwood is arriving daily at the C.A.R. branch for the E.B. Eddy Manufacturing Company. About fifty cords a day is the average quantity. It is used almost exclusively now for the manufacture of paper.

**Thursday 07/07/1892 Ottawa Free Press Chaudiere Lebreton Street**

The management of the Bell st. and McLeod st. Sunday schools have arranged with the Canada Atlantic Ry., to hold an excursion and picnic to Eastman's Springs Friday July 8th. Trains will leave Elgin street station at 8 a.m. and 2.15 p.m. The C.A. Railway have consented to have two coaches leave from Lebreton street at 7.30 a.m. to accommodate excursionists from Mount Sherwood.

**Friday 05/08/1892 Ottawa Citizen Chaudiere Chaudiere**

For some time past it has been reported that Mr. J.R. Booth contemplates extensive improvements in the terminal facilities of the C.A.R. at the Chaudiere. The first practical step in this direction was taken yesterday when Mr. Booth purchased the plant, lumber mill, yards and water power of Messrs. Perley and Pattee at the Chaudiere. It was impossible for Mr. Booth to extend the C.A.R. to his mill platform except by the acquisition of Messrs. Perley & Pattee's mill property. A track can now be extended from the present terminus of the C.A.R. at Bridge street to Mr. Booth's lumber yard and then across the slides and into the mill property purchased from Perley & Pattee. This scheme will certainly result in a considerable saving to Mr. Booth, as the newly sawn lumber can be taken by cars direct from the mill to the yards. The purchase of Perley & Pattee's mills and piling grounds is one of the largest property deals that has ever taken place in Ottawa. Mr. Booth will take possession of the newly acquired property at the end of the sawing season. Yesterday many of the employees of Messrs. Perley and Pattee received notices that their services would not be required after next fall.

**Tuesday 21/03/1893 Ottawa Citizen Chaudiere**

At the CAR Chaudiere lumber shipping yard the company are over 500 cars short of the orders on hand.

**Saturday 27/05/1893 Ottawa Citizen Chaudiere**

At the rear of the C.A.R. office at the Chaudiere a rather novel building is being constructed. It is to be used as a boarding house for the men at work on the Ottawa, Arnprior and Parry Sound Railway, and is being built so that it can be transferred from place to place with the greatest possible convenience. The sides, ends and roof will consist of eight sections, which can be taken apart and put together again by means of a few bolts.

**Saturday 23/06/1893 Ottawa Free Press Chaudiere Chaudiere**

The evening shunter which goes around to the Chaudiere yards has some thirty cars of lumber each evening to being up to J.R. Booth's Mount Sherwood piling grounds and about ten to Bronson & Weston's Stewarton grounds. J.R. Booth's piling grounds at the Chaudiere are very full and as a consequence more than usual comes to the Mount Sherwood yard.

**Wednesday 08/11/1893 Ottawa Journal Chaudiere Chaudiere**

A Canada Atlantic train, while shunting on the tracks of the Bronson and Weston's lumber yard last evening crashed through the buffer at the street end of the track and smashed up a little candy stand on Bridge st. The trucks of the first car were broken against the buffer.

**Wednesday 20/06/1894 Ottawa Journal Chaudiere Chaudiere**

Did it ever occur to you that the C.A. Railway employees excursion to Clarke's Island on June 21st. is the best of the season? Train leaves Chaudiere station at 7 a.m., Elgin Street 7.15 a.m. Everybody goes.

**Thursday 28/06/1894 Ottawa Journal Chaudiere Chaudiere**

The boys who have been in the habit of throwing stones at passenger trains on the C.A.R. between the Chaudiere and Elgin Street station, are to be prosecuted. The police know their names.

**Friday 06/09/1895 Ottawa Citizen Chaudiere Cedar street bridge**

The construction of the Cedar street bridge is progressing rapidly. The piers are of concrete, and between them there is sufficient room for five railway tracks, three for the C.A.R. and two for the C.P.R. A subway will be made on the city side of the bridge to allow of an entrance into J.R. Booth's lumber yard.

**Wednesday 19/08/1896 Ottawa Journal Chaudiere Chaudiere**

A horse owned by Mr. H.F.G. Brading ran away at the Chaudiere Monday night. It crashed into the C.A. Ry. drop gates on Queen street which were down for a train. One gate had about 6 feet smashed off. Half an hour later two drunken men ran into the other gate, smashing it. They narrowly escaped being hit by a train.

**Tuesday 26/10/1897 Ottawa Journal Chaudiere Chaudiere**

A gang of men were at work Sunday, both day and night, putting in a new "Y" track at the Canada Atlantic Railway crossing at the junction of Queen Street West, Britannia and Duke streets, Chaudiere. The work was rushed through on Sunday, so as not to interfere with traffic yesterday.

**Tuesday 13/12/1898 Ottawa Free Press Chaudiere Duke Street**

A new cabin has been built at the C.A.Ry. crossing at Duke street. It is much larger than the old one and contains a fine stove and is very comfortable.

**Tuesday 12/05/1899 Ottawa Citizen Chaudiere**

It is understood the location of the extension from Stewarton to the Chaudiere has been decided upon and will cross the Richmond Road at a point previously mentioned in the Citizen in close proximity to the branch of the St. Lawrence and Ottawa Railway, thus making one crossing serve for both lines, thereby reducing the danger for accidents from the existence of such necessary evils as railway crossings.

**Monday 20/10/1899 Ottawa Journal Chaudiere Chaudiere**

The C.A.R. company is constructing an office at the Chaudiere to replace the stationary car which is used for that purpose at present.

**Saturday 17/03/1900 Ottawa Citizen Chaudiere Chaudiere**

Mr. Booth has 180 cars in service bringing logs from the McAuley branch which is about 138 miles west of Ottawa. About 75 of these cars are unloaded every 24 hours at the Chaudiere, the employees working day and night.

**Friday 27/04/1900 Ottawa Citizen Chaudiere Chaudiere**

The C.A.R. bridge through the lumber yards at the end of Division street was not destroyed, and at about 10 o'clock an engine with several cars attached, passed over it. Passing between two walls of smoke and flame, the cars and engine formed a peculiar silhouette against the red sky.

**Saturday 05/05/1900 Ottawa Citizen Chaudiere Chaudiere**

The Canada Atlantic damage consists principally in misplaced tracks and the upset condition of its yards at the Chaudiere. The flatcars and lumber loaded on them were removed from the yard as soon as the fire commenced to spread.

**Monday 07/05/1900 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic Railway company have almost completed rebuilding the trestle work in the rear of the old Martin, Warnock and Company's mills, which was destroyed in the fire. As soon as the rails have been laid over this trestle the Canada Atlantic will be able to run their trains to the Chaudiere again.

**Saturday 02/06/1900 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic railway have not yet decided where they will rebuild their Chaudiere office. The agent is at present stationed in a car.

**Saturday 16/06/1900 Ottawa Citizen Chaudiere Bridge Street**

City council agrees to let Mr. Booth cross Bridge street.

**Tuesday 02/10/1900 Ottawa Journal Chaudiere Bridge Street**

The city council last night gave Mr. Booth permission to lay a level railway track across Bridge Street. CPR had received permission for the same kind of crossings on Wellington Street just prior to Mr. Booth's application.

**Monday 19/11/1900 Ottawa Free Press Chaudiere Bridge street**

Conditions on which C.A.R. may cross Bridge street.

**Friday 07/12/1900 Ottawa Citizen Chaudiere Bridge street**

A gang of men is now engaged building the new crossing on Bridge street, which will give Mr. J.R. Booth direct railway connection with his timber yards. Until the work is completed the street cars will stop on the south side of the crossing.

**Wednesday 08/01/1901 Ottawa Citizen Chaudiere McKay Milling**

One of the capital's oldest manufacturing concerns, the McKay Milling Company, is about to go out of business. After the April fire which gutted the buildings and destroyed the plant and stock therein the company sold the mill site and water power at the Chaudiere to Mr. J.R. Booth. A good figure was obtained and the directors thought it was advisable to wind up the affairs of the company rather than seek another site and start anew at present.

The McKay Milling Company was founded over 60 years ago in the days of Bytown by the late Hon. Thomas McKay.--

It is understood Mr. J.R. Booth will establish either a pulp or a grist mill on the site secured from the McKay Milling Company. As there are 3,000 horsepower available and only 500 horsepower would be necessary to run a grist mill, it is altogether the new industry will take the form of a large pulp mill. The fact that Mr. Booth has large limits and is buying and cutting pulp wood bears this out.

**Wednesday 30/01/1901 Ottawa Journal Chaudiere Bridge Street chaudiere**

CAR has until Feb. 4 to sign an agreement with the city about the crossing on Bridge Street. Booth's request for perpetual rights refused.

**Monday 19/02/1901 Ottawa Journal Chaudiere Bridge Street**

Bridge street crossing unlike the CPR Case. Booth wanted it put in in a hurry across the only street between Ottawa and Hull. This was merely a steam tramway extension for lumber, Booth wanted to make money quickly. The only issue was that city was prepared to give an agreement for ten years while the railway wanted in perpetuity. Cannot understand the railway logic.

**27/10/1907 Ottawa Citizen Chaudiere Chaudiere**

Ottawa Citizen 23 July 1938:

On October 27, 1907, Ottawa was the scene of an accident in which many people had narrow escapes from death.

A street car on the Chaudiere line crashed into a G.T.R. freight train at the Queen street west crossing. The entire vestibule of the car was crushed in, and the car turned across the tracks. It was on its way to the Chaudiere filled with passengers. Motorman Page and Conductor Brisbois were in charge. As the car came down the grade nearing the G.T.R. crossing, a long freight train was pulling out of the city. The motorman tried to apply the brakes but they failed to work. Then as the car went on down the incline, Conductor Brisbois ran back and put the brake on at the rear. He then shouted for the passengers to jump for their lives.

Many of the passengers sprang through the windows and doors but others were too slow and were still in the car when it struck the freight train. A middle-aged woman was just leaving the rear steps when the crash came, and was thrown towards the train. This was not the only narrow escape. Just at the moment when the car struck the train Motorman Page jumped. The next instant the entire vestibule was crushed in.

**Saturday 23/11/1907 Ottawa Journal Chaudiere Queen Street**

Electric car No. 36 is "sandwiched" between car No. 35 and a Grand Trunk freight train. See accident file.

**Tuesday 04/10/1910 Ottawa Journal Chaudiere Chaudiere**

The Railway Commission this morning granted the application of the Grand Trunk Railway for authority to construct a siding from a point on the Chaudiere branch east of Lloyd street thence westerly upon and across Lloyd street to the premises of Continental Bag and Paper Company, west of Lloyd street. The order is subject to approval of plans by the commission's engineer.

Tunnel scheme up in the air.--

Application by the city for an order directing the Grand Trunk Railway to remove its tracks at the east end of the viaduct on the Richmond road was laid over --

The question of the C.P.R. branch line connecting the St. Lawrence and Ottawa Railway with the Montreal and Ottawa Railway in Lot 11 Carleton twp., Carleton County, was stood over indefinitely.

**Thursday 03/11/1910 Ottawa Journal Chaudiere**

The Grand Trunk Railway will remove their tracks at the east end of the viaduct on Richmond road next week and place them under the viaduct.

The promise was made to the Railway Commission today by W.H. Biggar Q.C. representing the Grand Trunk.

The application of the city of Ottawa to compel the G.T.R. to place the tracks under the viaduct stands over until the next sitting. In the meanwhile the work will be rushed by the company.

**Saturday 07/01/1911 Ottawa Journal Chaudiere Wellington street viaduct**

Work resumed at the Chaudiere

As a result of an agreement with the Canadian Pacific Railway, the Grand Trunk Railway was yesterday able to use the track under the Wellington street viaduct and steps were immediately taken to relieve the tie up of part of the Booth industries at the Chaudiere.

The various freight cars which had been lying idle for a couple of days were moved out and in order to clear up the situation work was kept up all night by extra large freight crews. Today the big Booth pulp mill which had been shut down resumed operations and the various workmen who had not been able to work, both here and at Madawaska, found plenty to do.

Notification as to the agreement having been made came from Montreal yesterday afternoon.

**Monday 09/01/1911 Ottawa Journal Chaudiere Wellington street viaduct.**

Canadian Pacific Railway Company authorities say that their line has not been responsible for the recent tie up of traffic at the Chaudiere, owing to the Grand Trunk Railway not running under the Wellington street viaduct.

The C.P.R. officials say that the Grand Trunk neglected to conclude proper arrangements with them regarding going under the viaduct, notwithstanding the G.T.'s statement to the Railway Commission that the matter would be adjusted and the track access across Wellington street lifted. No agreement between the two companies has yet been signed regarding the G.T.R. running under the viaduct but in the meantime the C.P.R. have given the other company that privilege until the matter is adjusted.

**Thursday 23/11/1911 Ottawa Journal Chaudiere Bridge Street**

A collision occurred yesterday early, when an electric car in charge of Motorman Fournier crashed into a train that was standing on Booth's crossing near Bridge Street.

It appears there were no lights on the train, or anything to indicate that the road was blocked.

**Monday 05/01/1914 Ottawa Journal Chaudiere International Marine Signal**

A rumor was current this morning that the plant of the International Marine Signal Company Ltd. at the corner of Broad and Albert streets had been purchased by Messrs. MacKenzie and Mann to be used in connection with the Canadian Northern Railway.

This, however, was denied by the treasurer of the International Marine Signal Company, who explained that the factory had been closed down temporarily and that the plant was undergoing reconstruction, but would continue operations later on.

Mr. S.J. Montgomery, city passenger agent of the Canadian Northern Railway, had heard nothing to support the rumor.

**Saturday 23/11/1929 Ottawa Citizen Chaudiere Ottawa, Gladstone Avenue**

Account of an accident at Gladstone avenue where a C.N.R. freight train backed into a car on the crossing.

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At the place where the accident happened there are two railway crossings, one on the C.N.R. line connecting the Bank street yards and the yards at the Chaudiere and the other on the C.P.R. line between Broad street yards and Ellwood. Both are level crossings and while there is an electric bell and wig-wag signal at the C.P.R. crossing, the C.N.R. crossing is unprotected.

It was necessary for Mr. Wilson first to go over the C.P.R. crossing before he could reach the C.N.R. To one going in the direction in which Mr. Wilson was travelling there is a clear view, except for darkness, at night for at least two or three hundred yards along the C.N.R. tracks to the southeast. Just before the crossing to the south the track curves from the east where it connects up with the much-discussed cross-town tracks

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<http://news.google.ca/newspapers?id=V6guAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6446,8566978&dq=railway+railroad+train&hl=en>

**Thursday 05/12/1929 Ottawa Citizen Chaudiere Ottawa, Gladstone Avenue**

Urges protection at level crossing

Coroner's jury verdict on accidental death of William Watterson.

A verdict of accidental death was returned by a coroner's jury at the police station last night inquiring into the death of William Watterson on Nov. 27 from injuries received when an automobile in which he was a passenger was struck by a C.N.R. freight train at the crossing on Gladstone avenue. The verdict also recommended that some means of protection be installed at this crossing.

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<http://news.google.ca/newspapers?id=YaguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=7021,10442132&dq=railway+railroad+train&hl=en>

**Tuesday 16/01/1940 Ottawa Citizen Chaudiere Ottawa, Gladstone avenue**

Skidding on the icy roadway of Gladstone avenue near the Standard Bread Company plant, an automobile in charge of Albert Eardley, 61 victoria street, Toronto, crashed into the second last box car of a C.N.R. freight train on the railway tracks at 2.25 o'clock this morning. The driver suffered a slight cut on the nose and was given first aid treatment at No. 2 police station. About \$200 damage was done to the car.

The train, in charge of Conductor K. Sullivan, 132 Third avenue and Engineer Walter Aaron, 98 Lees avenue, was travelling south with a string of empty box cars and had almost crossed the intersection. The automobile was traveling east on Gladstone avenue down a slight grade.

The tracks at this crossing are not protected with an automatic signal device, and eardly told the police that he did not see the train until his car was almost upon it. He then applied his brakes but the car skidded on the icy grade and into the train.

Constables E. Connolly and S. St. Louis were sent to the scene and drove eardley to the police station on Fairmont avenue where they treated his injuries. He was then allowed to go to his hotel. No charges have been laid.

**Wednesday 27/06/1956 Ottawa Citizen Chaudiere**

More than 1,000 tons of coal and coke were turned into a mountain of flaming fuel late last night when a two-alarm fire destroyed the Hall Fuel Ltd. warehouse at 333 Preston Street and spread to towering stockpiles in the yard.

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Eighteen of 22 coal hoppers on the property were destroyed in the \$50,000 blaze.

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Five carloads of coal, each of 50 tons, were delivered to the yard a few hours before the blaze broke out at 11 o'clock last night

In addition to the loss of the building and contents, four empty coal freight cars that had been unloaded were damaged beyond repair. They had been left standing on the upper loading trestle on the roof of the structure.

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A CNR freight train was held up for 10 minutes while firemen poured water from hoses on the railway embankment.

<http://news.google.ca/newspapers?id=EdQxAAAIBAJ&sjid=JeMFAAAAIBAJ&pg=5868,2772753&dq=railway+railroad+train+cpr+bride&hl=en>