

Local Railway Items from Area Papers - Chaudiere Subdivision

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.

02/03/1882 Ottawa Free Press

Chaudiere

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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

09/10/1883 Ottawa Citizen Chaudiere Chaudiere

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

01/11/1883 Ottawa Citizen Chaudiere Chaudiere

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

06/11/1883 Ottawa Citizen Chaudiere Chaudiere

The Canada Atlantic Railway extension has now reached Broad Street.

13/11/1883 Ottawa Free Press Chaudiere Chaudiere

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

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.

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.

23/11/1883 Ottawa Free Press Chaudiere

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

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.

29/11/1883 Ottawa Citizen Chaudiere

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

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.

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.

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.

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.

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.

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.

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?

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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)

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.

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.

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.

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.

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.

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.--

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.

20/12/1886 *Ottawa Journal* *Chaudiere* *Chaudiere*
 The new No. 1 station is now completed and will be occupied very soon.

06/01/1887 *Ottawa Free Press* *Chaudiere* *Chaudiere*
 The firemen took possession of No. 1 station at the Chaudiere yesterday.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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)

03/10/1887 Ottawa Journal

Chaudiere

Chaudiere

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.

10/10/1887 Ottawa Journal

Chaudiere

Chaudiere

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.

01/11/1887 Ottawa Citizen

Chaudiere

Chaudiere

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.

02/11/1887 Ottawa Free Press

Chaudiere

Chaudiere

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.

05/11/1887 Ottawa Journal Chaudiere Chaudiere
 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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 semaphore [sic] when the Canada Atlantic extension crosses the street.

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.

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.

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.

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.

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.

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.

13/07/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

17/07/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

18/07/1888	Ottawa Journal	Chaudiere	Chaudiere
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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.

20/07/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

26/07/1888	Ottawa Journal	Chaudiere	Chaudiere
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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.

26/07/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

28/07/1888	Ottawa Free Press	Chaudiere	Queen street
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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.

28/07/1888	Ottawa Journal	Chaudiere	Chaudiere
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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.

31/07/1888	Ottawa Journal	Chaudiere	Chaudiere
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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.

02/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

10/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

12/08/1888	Ottawa Citizen	Chaudiere	Chaudiere
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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.

15/08/1888	Ottawa Free Press	Chaudiere	
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Train leaves Chaudiere 7.40, Elgin street 8.00 for Clarke's Island.

17/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

18/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

23/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

27/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

28/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

29/08/1888	Ottawa Free Press	Chaudiere	Chaudiere
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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.

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.

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 lumber 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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

23/07/1889 *Ottawa Citizen**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.

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.

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.

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.

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.

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. --

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

21/10/1899 Ottawa Citizen Chaudiere

Orders have been issued to the C. A. R. engineers shunting and running through trains at night at the Chaudiere, Central and Elgin Street yards to cease any undue and unnecessary whistling. Ottawans are affected with almost continuous discordant noises, and the railway officials are taking a step that will meet with popular favor in lessening the discord.

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.

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.

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.

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.

19/05/1900 Ottawa Citizen Chaudiere

FOR THE COUNCIL

Mr. Booth Asks Permission to Lay Tracks Across Bridge St.

At the regular meeting of the city council on Monday night the fire area by-law will be given its third reading. In reference to the lumber piling question Mr. J. R. Booth this morning wrote the mayor:

"I beg respectfully to state that owing to my having to give up one-third of my piling ground in the city and the consequent restrictions placed on my lumber operations by the extension of the fire area, I would ask permission to cross Bridge street from the east to the west side with a continuation of one of the tracks of the C.A.R. as set forth on the accompanying plan in order that I may be able to remove as much as possible to a distance from the built up portion of the city and in doing so I shall protect the crossing in such a way as the council may direct."

Mr. Booth encloses a plan of the proposed changes.

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.

16/06/1900 Ottawa Citizen Chaudiere Bridge Street

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

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16/06/1900 Ottawa Journal Chaudiere

MR. BOOTH WON OUT

GRANTED HIS CROSSING OVER BRIDGE ST.

He Intimated to Aldermen that it Crossing was refused His Mill Would be Removed.

Plain talk from Mr. John R. Booth is certainly what the members of the Railway and Lighting Committee were treated to last night.

Mr. Booth appeared before the committee in reference to his application to cross Bridge street with a single track from his Canada Atlantic siding in order to reach his saw mill with freight cars.

Mr. Booth didn't mince matters. If any of the members of the committee were laboring under the impression that Mr. Booth was asking for favor he speedily disabused their minds, he gave the committee plainly to understand that he did not consider that he was. He needed a crossing there and was simply telling them that he did. In effect, he told the committee that they could do just as they liked about it, and If they didn't give him what he wanted he had his alternative, which must have been moving his mill from Ottawa, as he said the city would not have the mill unless he had the crossing. Mr. Booth said he thought that he and other manufacturerr should be encouraged at any cost. "If the crossing is dangerous and an inconvenience to the Ottawa Electric Railway and the city, then let the city and railwav company devise some means of getting over it by an overhead crossing, but give me my crossing," said Mr. Booth.

The upshot of the meeting was that the committee decided to allow Mr. Booth to cross the street on certain conditions, including that between 6 in the morning and 8 at night, not more than four crossings are made, two trains in and two trains out and that Mr. Booth submit to the same conditions that the C. P. R. is put to in regard to the Richmond Road crossing.

Messrs. J. R. Bootn, A. Fleck and. C.J. Booth appeared in connection with the application.

There were also present. Ald. R.J. Davidson in the chair. Alds. Desjardins, Hopewell. Dearing, White, Roger, Masson, City Engineer Galt. and City Solicitor McVeity.

In connection with the appllction from Mr. Booth to build his line across Bridge street, Ald. R. J. Davidson read the protest from the Hull city council against granting Mr. Booth permission to crose the street with the line, as a source of injury and inconvenience to the public.

There was also the protest from the Ottawa Street Railway Company against granting the crossing, and a report from a sub-commlltee composed of Alds. Roger and White against granting the crossing. Ald. Hopewell, who was a member of the committee did not sign the report.

In regard to the communication from Hull, Ald. Davidson said that Hull was exercising considerable nerve in the matter. Last year they had an opportunity of trying to get another bridge into Ottawa at Bank street and worked against it. Now they tried to tell the city what they should do on their own streets.

After Mr. Booth had stated his case. City engineer Galt pointed out the danger of the Booth crosslng at Pooley's bridge because the bridge was so narrow. He thought the present a good opportunity to ask Mr. .Booth to assist in widening the bridge, as his line crossed at the mouth of the bridge. Ald. Dearing - "Yes, he should do so. On his own admission be will save \$600 to \$700 a day with the. track."

Ald. Masson and. Ald. Davidson objected to holding Mr. Booth up. but Ald. Davidson thought that the same restrictions imposed on the C. P. R. at the Richmond road should be imposed on Mr. Booth's crossing at the Richmond road, and that be should also keep a portion of roadway in the vicinity of his Bridge st, crossing, if granted, in repair.

It was finally moved by Ald. Masson and seconded by Ald. Hopewell that Mr. Booth's application be granted, the agreement to include the stipulation that the street be not crossed more than four tlmes between 6 a.m.and 8 p.m.that shunting across the street be not allowed, and also to agree to the same conditions at the Richmond road as C. P.R. The resolution carried..

04/07/1900 Ottawa Journal Chaudiere

The Bridge street crossing is to be held over until the feasibility of the Sherwood street line is reported upon.

BRIDGE ST. CROSSING

No Decision Yet Arrived at as to Adoption of This or Any Alternative Route.

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THE SHERWOOD STREET ROUTE

City Engineer Reports on Cost and Advantages to City

City Engineer Galt has prepared for city council a report on the approximate cost etc. of the proposed route along Sherwood street to enable the C.A.R. company to reach Mr. J.H. Booth's mill and to dispense with a level crossing at Bridge street.

Page 1 column 2 and 3

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.

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

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.

TO STAND BY ULTIMATUM

GIVEN CANADA ATLANTIC RAILWAY

Mr. Booth's Request for Perpetual Right to run Trains Over Bridge St. Refused

The Canada Atlantic Railway company has until Feb. 4th - next Monday - to sign an agreement with the city regarding the bridge and Wellington st. crossings.

A week ago to-day the committee decided to give the company ten days in which to sign an agreement and notified the company to this effect. A letter was received from Mr. F. H. Chrysler, K. C., acting for the company, stating that Mr. J. R. Booth took a personal interest in the agreement and objected to the proposal to limit the time in which the company may have the right to have its tracks cross the streets.

The railway and lighting committee heard Mr. Booth last night and decided not to recede from the position and if the agreement is not signed by Monday council will be asked to rescind the motion giving the company permission to lay the tracks across the streets.

It was figured out at the meeting that ten years use of the crossing is worth \$1,800,000 to Mr. Booth and it will cost him, he says between \$70,000 and \$80,000 at once and an annual outlay of \$7,000 or \$8,000 a year.

Ald. R. J. Davidson, chairman, Masson, Vincent, Dearing, Hopewell, Stroud, Ellis, Mayor Morris, City Engineer Ker, City Solicitor McVeity attended the meeting and Mr. J.R. Booth accompanied by his son Mr. C. Jackson Booth, was also present.

The circumstances in this matter are as follows. Mr. Booth applied to the council last year for permission to lay tracks across Bridge street so that he could run trains to his mill. The council decided to give permission to have the rails laid and the contract was to be between the Canada Atlantic Railway Company and the city. When Mr. Booth met the committee to discuss his request nothing was done about a time limit for the use of the crossing. When the committee's report recommending that permission to construct The crossing be given was reported to council a time limit of ten years was placed in the agreement.

The company did not sign the agreement although the rails were laid and at its last meeting the railway and lighting committee decided to give the company ten days in which to sign the agreement or else the city council would be asked to rescind its motion giving permission to the company to use the crossing..

Mr. Booths Explanation

Mr Booth told the committee last night, that on the strength of its permission to lay the crossing he had undertaken work that would lead to an outlay of between \$70,000 and \$80,000. When he came before the committee before nothing was done about a time limit, and he had gone ahead and had the crossing laid and then the council place the time limit of ten years in the agreement. The work he has already done has, he says, cost him about \$15,000, but it would be almost better to stop there than go on with the work if the city was only going to allow him to use the crossing for ten years. He would have to build a double track steel bridge, 450 feet wide across the slides in order to get the benefit of the crossing and the work would cost him about \$80,000.

Then he also wanted the committee to make a separate agreement regarding the Wellington street crossing. He was willing to bear his share of the cost of an underground or overhead crossing at this place, but did not think that the committee should ask him to have the use of one crossing depend upon the performance of certain agreements at another crossing.

"You wouldn't ask for a perpetual franchise, would you ?" asked Ald. Stroud.

"Well, I don't see why I should not, " said Mr. Booth. "I don't think the council takes into account the expense of this work."

Mr. Booth left then, and apparently the utmost unanimity prevailed among the members of the committee, that the time limit was right.

Ald. Vincent wanted to know what benefit the city would get out of this crossing.

Ald. Hopewell explained that it would be indirect. Mr. Booth will not use the streets in that vicinity quite so much as formerly.

Ald. Dearing remarked that last year when asking permission for the crossing Mr. Booth said it would save him \$600 a day.

It was figured out that this would mean about \$1,800,000 in ten years.

Ald. Davidson said the limit should not be more than ten years when Ald. Masson suggested making it fifteen.

Ald. Ellis said that the limit should be ten years and if at the end of that time the city's interest would not be injuriously affected, Mr. Booth would probably have no difficulty in getting an extension.

Ald. Hopewell said that he objected to giving the Canada Atlantic Railway a perpetual charter to the crossing, and he believed that Mr. Booth in ten years would make five hundred per cent. on his outlay. Mr. Booth was looking at the crossing as a business proposition and it would undoubtedly pay him in ten years.

Ald. Ellis and Hopewell moved that the committee stands by its decision, to give the Canada-Atlantic ten day's time in which to sign the agreement. If it is not signed by that time, council will be asked to rescind its resolution, giving the company the right to use the crossing. There was no division.

The Canadian Pacific Railway committee has until Monday to sign its agreement regarding the Wellington Street crossings.

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.

07/10/1907 *Ottawa Citizen**Chaudiere**Argue. McCoIl*

The formal notice from the board of railway commissioners has been received authorizing the G. T. R. to construct a siding from the G. T. R. line at Second avenue, along Second avenue crossing Elm street to the premises of Argue. McCoIl and Son. west of First avenue The company is given two years in which to construct the siding.

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.

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.

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.

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.

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.

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.

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.

04/06/1912 *Ottawa Journal*

Chaudiere

Export Lumber

Must be protected

G. T. R's Order to install a diamond.

To Meet Street Railway Tracks on Preston Street.

Railway must only use crossing at night and must have watchman on duty to protect traffic - One company served by citing.

By an order of the Railway commission issued this morning, the Grand Trunk must at once instal a double diamond at Preston Street to allow the Ottawa Electric Railway company to run its tracks up the street and cross the G. T. R. tracks, which run into the yard of the Export Lumber Company.

Also the Grand Trunk is ordered to run their trains across the street only between the hours of twelve midnight and 5 a. m., and a man must be on the crossing between the hours stipulated to warn pedestrians and traffic against the trains.

An interlocking system will be put in to keep the cars from running over the switch if the Grand Trunk wants to run trains during the day a ?? protective system will have to be installed, says Assistant Commissioner D'Arcy Scott. The Grand Trunk may appeal against the judgment.

The city of Ottawa made application this morning for an order directing the Grand Trunk for a removal of the tracks in question.

The electric Railway company refuses to build a double street car line on Preston street without proper protection was afforded against the tracks of the G. T. R.

04/06/1912 *Ottawa Citizen*

Chaudiere

Export Lumber

CROSSING ON PRESTON ST.

Ry. Commission Decides It Must be Made Safe.

As a result of the decision of the board of railway commissioners at the hearing of the case this morning the Grand Trunk Railway Company will have to defray the expense of protecting its tracks at the siding for the Export Lumber Company, crossing Preston street, but the siding itself is authorized.

City Solicitor McVeity represented the city In the application, W. H. Biggar. K.C., the Grand Trunk. Mr. F. H. Chrysler, K.C, the Ottawa Electric Railway Company, and Mr. H. P. Hill the Export Lumber Company. The city solicitor contended that the aiding in question was without authority and that as an obstruction to traffic it should be removed. The Ottawa Electric Railway Company would not build an extension desired by the city along Preston street unless it were taken away. In any case, if the siding were allowed to remain the city wanted the railway company to provide for its crossing by the Electric Railway Company. Mr. F. H. Chrysler spoke in confirmation of Mr. McVeity.

Mr. W. H. Biggar, for the G. T. R., argued that the siding wag built in 1894 when, under the railway act of that time, a siding of less than a quarter of a mile in length could be built without going before the railway committee of the privy council for authority. He further contended that the spur had been recognized by the city.

After some further argument, however. Assistant Chairman D'Arcy Scott quoted section 187 of the Railway Act showing that the G. T. R. should have submitted plans of its spur before crossing a highway. Mr. Scott then gave judgment to the effect that the spur was not legally built across Preston street as no plans had been submitted to the railway committee of the privy council in accordance with the act. The board would grant the G. T. R.'s application, however, for legalization of the siding on condition that the road should put in two "diamonds" at its own expense and that the movements of its trains should be limited to between 12 midnight and 5 o'clock in the morning. When these were taking place the railway would have to be flagged across Preston street and gates would have to be maintained. With train operation limited to the hours mentioned no derrails or semaphores would at present be necessary.

02/04/1913 *Ottawa Citizen*

Chaudiere

Butterworth

J. G. Butterworth asked the city to sell him the dead end of Mark street on which to erect coal sheds which he said would cost \$20,000. Con. Nelson, the acting engineer and the assessment commissioner will report.

05/04/1913 Ottawa Citizen Chaudiere Butterworth

In connection with the erection of a new coal shed by the Butterworth company, north of the G.T.R. tracks at the intersection of Mark street, it will be necessary for the firm to cross Rochester street on a level crossing in order to build a spur to its property and it was last night decided to go on record against such level crossing.

05/04/1913 Ottawa Citizen Chaudiere Butterworth

WOULD SELL DEAD END.

The board decided to recommend to the city council that the dead end of Mark street, north of the G.T.R. tracks, be sold to J. G. Butterworth, who desires to erect a coal shed. The city engineer reported in favor of disposing of the street end, which is useless to the city, and both he and the assessment commissioner agreed that \$300 would be a fair price to ask.

23/04/1913 Ottawa Citizen Chaudiere Butterworth

Mr. J. G. Butterworth applied to the board for permission to run a siding to his property on Mark street for a coal chute. As it would entail another level street crossing, although it would be seldom used it was decided to leave it over until all the controllers were present, the mayor being absent in Toronto.

26/04/1913 Ottawa Citizen Chaudiere Butterworth

WANTS LEVEL CROSSING.

Mr. J. G. . Butterworth, coal merchant, wanted the board to approve of a level railway crossing being put across Rochester street, 12 feet from the Grand Trunk crossing, into his coal yard. He said that he would only run one train per day over the crossing, and the Grand Trunk would put a bell at the extra crossing, and the company also has a watchman nearby,

Mr. Howard Kelley appeared on behalf of some of the ratepayers in the district who object to the crossing. He submitted the question was one solely within the jurisdiction of the Railway Commission, and until the city receives a formal application for the crossing from the commission nothing can be done.

Mr; Butterworth stated that one of the signers of the petition had intimated to him that if he came across with a keg of beer he would withdraw his opposition.

This aroused Ald. Forward's ire. Statement and counter statement from Mr. .Butterworth and Mr. Kelley followed, but the board decided finally to do nothing in the matter.

02/05/1913 Ottawa Citizen Chaudiere Butterworth

OPPOSE LEVEL CROSSING

Residents Don't Want Spur Track to Coal Sheds.

A number of matters, of which the building of a spur line by the Grand Trunk Railway to the proposed coal sheds of J. G. Butterworth on Mark street is the one of greatest local importance, will come up at a meeting of the railway commission to be held in Ottawa next Tuesday. The application for the spur, which would involve a level crossing on Rochester street and Mark street, will be opposed by residents of the locality but it is thought likely it will carry.

03/05/1913 Ottawa Citizen Chaudiere Butterwirth

The city solicitor was told he need not appear to oppose the application of J. G. Butterworth for a siding over Mark street, as it is understood the property owners immediately concerned will have counsel to oppose the siding,

20/05/1913 Ottawa Citizen Chaudiere Butterworth

BOARD APPROVES OF LEVEL CROSSING

Interesting Statements as to Influence Used to Get City's Consent.

In spite of the allegations of Mr. G. D. Kelley, solicitor for some of the property owners in the vicinity, that there had been some peculiar dealings in the part of members of the city council with the question, and that Mr. J. G. Butterworth had placated some of those who objected to the spur with \$50, the railway commission this morning approved of the G. T. R.'s application for authority to construct a branch line and spur from its Chaudiere branch westward across Rochester and Mark streets into Mr. Butterworth's coal chutes.

Mr. C. L. Bray appeared asking for an adjournment, as he had been requested to appear for residents in the vicinity only this morning. Mr. Kelley then stated there existed a very peculiar state of affairs in this regard. He stated that Mr. Butterworth had paid \$50, the amount of Mr. Kelley's costs for representing the objectors, to one of the latter, who had given it to Mr. Kelley and stated he wished to retire from further prosecution of the case. This Mr. Kelley had returned. Mr. Butterworth had represented to these property owners that if his application were defeated he would appeal till the property owners were no longer able to afford the cost. Mr. Kelley outlined the progress of the matter through the city council, stating that the alderman who last night moved that the council approve the crossing conditionally had been "moved by some particular reason." The matter would have assumed a different phase before council if Mr. Butterworth had not seen the leader of the originally objecting property owners. Mr. Butterworth thereupon stated: "I. have never paid any man a quarter, of a cent for bribery."He had offered to pay the expenses of the objectors if they withdrew their opposition and had done so.

City Solicitor McVeity said the city council approved of the application on condition that the crossing was guarded by a watchman. An argument between Mr. Kelley and Superintendent Coleman of the G. T. R. over the grade into the coal chutes followed, and finally Assistant Commissioner Scott gave judgment. The board, he said, was not concerned with what use Mr. Butterworth might make of his property, and there was no reason why the application for a spur line shouldn't be granted. Re. the Rochester street crossing there were two tracks already across the street, and the additional one would be used only for slow movements. He authorized the application on condition that all trains be flagged.

08/07/1913 Ottawa Citizen Chaudiere Wellington Street

LOSS TO ROLLING STOCK

G. T. R. Shunting Trains Collide at Wellington St. Viaduct.

An engine and three flat cars were damaged in a collision between two Orand Trunk Railway shunting trains on the Chaudlere branch near the Wellington street viaduct at about 7 o'clock last evening. Fortunately no injuries were caused, the trainmen jumping, and the damage was not considerable.

One engine was taking cars loaded with green lumber to the Fraserfield yards of the J. R. Booth firm, while the other was bringing back empties which it was backing with cars in front. Due to some cause not yet ascertained, the two trains collided. As it was not a headon collision and neither was proceeding at any considerable rate of speed, the damage was confined to the smashing up of three flatcare and the demolition of part of one engine. The total loss will not be more than \$1,000, it is expected. The track was cleared a couple of hours after the accident.,

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.

C.N.R. ACCESS TO BROAD ST. C P. R. STATION

Granted in Application Re Freight Matters Before the Board of Railway Commissioners.

In spite of the objection by the C.P.R. that the C.N.R. in asking the railway commission to sanction a change of location of interchange track at Ottawa to Chaudiere Junction, was seeking merely to obtain the advantages of the C.P.R.'s Broad street terminal, the railway commission has granted the C.N.R.'s application.

"The objection of the C.P.R. to the C.N.R. getting access to the Broad street terminal is entirely natural." says Chief Commissioner Sir Henry Drayton in his judgment, which is assented to by Commissioner D'Arcy Scott. "It is, however, an objection which from time to time has been overruled, and which must always be overruled when public interest requires it."

The chief commissioner points out that interswitching between the C.N.R. and the C.P.R. companies has been carried on in Ottawa by means of the physical connection authorized by the board in July, 1909. The connecting switch runs south from the C.N.R.'s line, forming a junction with the C.P.R.'s Prescott branch at a point north of Hurdman's road. The 1909 order was based on the C.N.R.'s application and the transfer track as authorized is shown on the plan as a transfer track.

Proposed Connections.

The present application was made by the C.N.R. for an order approving of a proposed connection with the C.P.R. near Chandlers junction, and for a rescission of that portion of the former order referring to the connection constituting the transfer track.

It was submitted by the C.N.R. that the connection was originally intended only as a means of getting construction material from the C.P.R.'s lines to the C.N.R.'s new line forming the Ottawa-Hawkesbury division.

The C. P. R. furnished figures to show the benefit to shippers of the present interswitches arrangements, and the C. N. R. submitted statistics in reply. The board's chief engineer also made a report on the situation.

The chief commissioner commenting on the fact that the figures were an apparent argument for the existing arrangements, nevertheless advocated the change, arguing as follows:

"The broad reason and grounds on which I am of the opinion that the present transfer track should be given is that, after a careful traffic review has been made of the whole situation, there is no doubt that the important industrial and commercial area lies in the Broad street district, which will be thrown within the four-mile interswitching zone by changing the transfer.

Natural Market.

"Hogs, hay, and other farm products are, as a matter of fact, produced along the line of the Canadian Northern between Ottawa and Pembroke. Ottawa is their natural market. The merchants in Ottawa's real industrial centres will require the transfer at this point to a far greater extent than the transfer can be required for those using Sussex street yards, the business at such yards being limited in extent and having no comparison to the business in the neighborhood of Broad street.

"While in the past more deliveries have as a matter of fact taken place on Sussex street, this, in part, was owing to the fact that Broad street was outside the switching area, but much more to the fact that the Canadian Northern Pembroke to Ottawa line had not been operated.

"Perhaps it should be stated that transfer tracks are not ordered merely because some railway asks them. Neither railway is entitled to them as a right in itself. The property and advantages of one railway should not be interfered with for the mere benefit of another. Public interest, economy of movement to the shipper and convenience must be established; and I am of the opinion that the present circumstances call for an order on these grounds."

Commissioner McLean dissents from the judgment.

BOY LOSES LEG "HOOKING" RIDE ON FREIGHT CAR

Slips Off! Udder Right Leg Is Mutilated By Box Car Wheel.

Harold Pratt, six-year-old son of Mr. and Mrs. T. H. Pratt, 33 Lett street, had his right leg so severely crushed by a Canadian National Railway shunting train near his home at 4.45 o'clock yesterday afternoon that amputation of the leg was found necessary to save the boy's life. The accident happened when the boy slipped while trying to alight from a train on which he had been "swiping a ride," according to the train crew.

He is now in Waterbury Hospital, and Dr. E. Bourque, 212 Bronson avenue, who attended him, states that his life is not in danger, unless unforeseen complications set in.

At the hospital today it was stated that the boy's condition was fair and that he had spent a restless night.

Slips off ladder

It was while the train was crossing on the Booth mills spur line at Ottawa Street, between Lloyd and Lett streets, that the accident occurred. Harold Pratt and several other boys were playing on a number of large iron pipes in a field through which the tracks run, and when the train, consisting of an engine and several freight cars, passed, going out from the mills towards the southwest, Harold, with other boys, ran along the side of the train, endeavoring to climb on the side ladders of the cars.

As there is a very heavy grade at that place, the train was going at between two and three miles an hour, according to members of the crew. The boy succeeded in climbing to a ladder and rode on it for some little distance. As he was endeavouring to descend, he slipped and his right leg, falling across the track, was crushed beneath the wheels of the car.

Conductor W. J. Bottomley, 69 Rosedale avenue, who was in charge of the train, saw the boy fall, and hearing his cry signalled the train to a stop and rushed down to the boy's assistance. He carried him to the home of Garnet R. Cowan, 91 Lloyd street, in a semi-conscious condition and suffering greatly.

More

CHILD FATALLY HURT AS TRAIN RUNS OVER HIM

Six-Year-Old Henry Rockburn, 35 Adeline St, Falls Under Moving Box-Car at Le Breton Street Crossing.

Falling under a box car, when playing near the tracks while a train was passing over the C.N.R. crossing at LeBreton street, at four o'clock yesterday afternoon, Henry Rockburn, aged six years, son of Mr. and Mrs Joseph Rockburn, 35 Adeline street, received injuries from which he passed away a short time after at the Civic hospital.

The little lad had both his legs amputated above the knee, and the lower part of his body was terribly mutilated.

He was on his way home from school, and while a freight train was travelling slowly over the crossing he caught on to the side of one of the cars, and losing his footing slipped underneath. The first intimation that the crew of the train had that there was anything wrong was when yardman J. Edwards, who was riding on the caboose was attracted by the children screaming and noticed a cap on the road. He immediately had the air brakes applied and the train was brought to a stop in a few feet.

Boy Still Conscious.

The little boy, still conscious, was found by a member of the train crew under one of the cars only a short distance from the crossing. He immediately picked the little lad up and carried him in his arms to Mr. Joseph Valiquette's drug store at the corner of Bell street and Elizabeth streets. Dr. Lome Gardner and Dr. F. W. McKinnon were called and had the child removed to the Civic hospital where he was taken in Hulse Bros, ambulance.

Mr. Joseph Rockburn, father of the boy, happened to pass the scene of the accident on his way home from work and was told by some of the lad's playmates that his son had been injured. He was in time to accompany the boy to the hospital in the ambulance, and be with him until he died.

Only a few minutes before he passed away the child asked for his father, and he was brought to him by the doctors.

The unfortunate boy was pupil of St. Agnes Separate school on Louisa street, and his class had been dismissed at 3.30 o'clock. He accompanied Gerald Gavreau, age 6 years, 430 Arlington avenue, to his home, from where he went to the railway crossing.

According to Mr. James Gavreau, father of Gerald, his son was a short distance north of the railway crossing on LeBreton street, when he noticed the Rockburn boy catching on to something on the side of one of the cars and then slipping under the wheels, which passed over him.

Mr. Joseph Wilkes, 350 LeBreton, who resides right alongside of the crossing, said that he was sitting in a window at his home, and noticed the train passing, travelling in an easterly direction. "The locomotive bell was ringing and so was the bell at the crossing," he said. He noticed that the train was travelling quite slowly. He said that a few minutes before he had chased some other small boys who were sliding on a small hill on the sidewalk leading down to the railway tracks, as one of them had fallen off his sleigh right between the rails.

Mr. Wilkes also said that on previous occasions he had seen little boys hanging onto steps on the corners of the cars, for the use of the train crews. The boys, according to Mr. Wilkes, would catch on to the steps at one side of the street, and on reaching the other side jump off and run back and hang on to another car. He thought that the Rockburn boy may have been doing this.

Mr. and Mrs. Nicholas Waselenuk, grocers at the corner of Elizabeth and LeBreton streets, immediately at the south of the track, noticed the train passing slowly. Their attention was attracted by children running and Mr. John Fullisa, 83 Willow street, who was also in the store, ran out and picked up a severed limb, asking Mrs. Waselenuk if she thought it belonged to one of her sons.

It was said by members of the Wilkes family that it was the last car of the train next to the caboose that the little lad fell under. They said that the rear trucks of this car and the front trucks of the caboose passed over him.

Railway's Report.

According to a report from the railway company, at four o'clock yesterday afternoon a yard engine, with Engineer Alex Campbell in charge, and drawing 12 cars, was proceeding east over the LeBreton street crossing travelling about ten miles per hour. Yardman J. Edwards, who was riding on the caboose at the end of the train, heard some boys shouting at the north side of the crossing, and realizing that something was wrong applied the brakes and stopped the train in sixty feet. The boy was found under one of the cars with both legs severed near the body. None of the crew saw the accident.

Mr. J. Valiquette, druggist, whose store the boy was carried to after the accident, told of the little lad remaining conscious and of being able to talk following the accident. He said that during the time the boy was in his store he had asked for a drink of water on several occasions and each time was given one. After the doctors' arrival they prescribed a stimulant for the lad's heart, but when they went to give it he closed his lips and would not take it until coaxed. The boy, according to Mr. Valiquette, didn't seem to be in pain, and evidently was numb from the shock and didn't realize the terrible injuries which he had suffered.

According to the police report, Dr. Cameron, admitting doctor at the Civic hospital, attributed the child's death to hemorrhage and shock.

Besides his parents the little boy leaves two brothers, James and Joseph, and three sisters, Mary, Margarey and Irene.

Coroner J. E. Craig, M.D., was notified of his death, and had the body removed to Hulse Bros, undertaking parlors on McLeod street, where last night he opened an inquest into the child's death. After the opening formalities the hearing was adjourned until Tuesday evening, December 14, at the police station.

No funeral arrangements have yet been made.

ATTACH NO BLAME TO C.N.R. EMPLOYEES

Train Crew Exculpated By Jury In Death of Little Henry Rockburn.

A verdict of accidental death was returned in the case of the late Henry Rockburn, six-year-old son of Mr. and Mrs. Joseph Rockburn, 35 Adeline street, who was run over by a C.N.R. freight train at the Le Breton street crossing on Friday afternoon last. The inquest, which was presided over by Coroner J. E. Craig, M.D., was held last night at the city police station. The jury in their verdict stated that they attached no blame on the 'train crew' in connection with the accident.

The substance of the evidence was that the unfortunate boy slipped under the wheels of one of the cars of the train when hanging on to a car and had both legs amputated above the knees. All the members of the train crew who gave evidence told of not seeing anything of the accident until their attention was attracted by children screaming. Those who gave evidence were: Earl Springette, 251 LeBreton street; William McDonald, 31 Raymond street; Joseph Valiquette, 270 Bell street; John Fullisa, 83 Willow street; Dr. Dowd, Gerald Gouveau, aged 6 years, 450 Arlington ave.; D.J. Bottemly, 69 Rosedale Ave.; E. McKee, 118 Spadina Ave.; Joe. Wilkes, 250 LeBreton street; T. Reasbick, 128 Hawthorne Ave., and Alex Campbell, engineer on the train.

Auto and Train In Collision At Level Crossing

Wm. Watterson, aged 98 Years, and his Daughter, Mrs. T.H. Wilson, Are in Hospital After Accident

Crash at Unprotected Gladstone Ave. Crossing

Auto Draf=ggged More Than 40 Feet. Driver T.H. Wilson, Only Slightly Hurt

Three occupants of a motor car were injured, one of them possibly seriously, in a collision with a C.N.R. freight train backing over the crossing at Gladstone avenue, west of Preston street. William Watterson, aged 98 years, and his daughter, Mrs T. H. Wilson, both of 136 First avenue, are patients at the Civic Hospital. Mr. Wilson suffered a bruised leg and was able to go to his home Mrs. Wilson's injuries are not serious. On account of his advanced age, serious results from Mr. Watterson's injuries are feared. He suffered somewhat from shock and was badly bruised. His condition this morning was reported unchanged. Both patients are under the care of Dr T A. Watterson. Hulse Bros, ambulance was called to the scene of the accident.

Both Mr. Watterson and Mrs. Wilson received their injuries when they were thrown from the auto when it collided with the train. Both were in the rear seat of the car, and as it swung around following the impact they were hurled out one of the doors, which were opened in the crash.

Mr. Wilson, who was driving the auto, told Police Constable Robert Mahoney that he was travelling in an easterly direction along Gladstone avenue and did not notice the train backing up from the south until he was right on it. Patrick Hammill, 257 Bayswater avenue, conductor on the tram, and H. George, brakeman, said that they were both on the rear platform of the caboose at the end of the train, that their lighted lanterns were at their feet, and that the air whistle at the rear of the train was blowing as a warning for the crossing. Both told police that they saw the auto approach and that it was travelling quite fast. According to the police, the windows of the auto, which is a closed model, were closed.

Dragged Over 40 Feet.

A corner of the caboose was in collision with the auto near the front. The front of the auto was swung around towards the north which is the direction in which the train was travelling. Before the train was brought to a stop, according to the police, the auto was dragged for between 40 and 60 feet.

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 wigwag 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.

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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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.

Dr J. E. Craig, coroner, presided.

The evidence of the various witnesses showed that the train had the necessary lights and that the driver of the automobile, T. H. Wilson, 136 First avenue, apparently did not see the approaching train. It was also stated that the C.P.R. crossing at this point was protected with a wig-wag and that the C.N.R. crossing was not.

Those who gave evidence were: Constable Robert Mahoney, Dr. T. A. Watterson, John White, 318 Lyon street; Thomas Wilson, driver of the auto; Robert Currie, 77 Strathcona avenue; H. George, 152 First avenue; Arthur Marchington of Montreal; Patrick Hammill, 57 Bayswater avenue; George A. Wallace, 117 Concord street, and William Manion, 9 McDougall avenue.

02/09/1930 *Ottawa Citizen**Chaudiere**Parkdale avenue*

Jumping from their auto when it stalled on the C.N.R. crossing on Parkdale avenue, in front of an oncoming train, on Saturday evening, two Ottawans Wilfred Murray, 415 Lisgar street and Miss Agnes Erwin, 429 Lisgar both escaped injury. The car, which was struck by the caboose of the train, which was backing up, was thrown clear of the rail and, badly damaged.

20/10/1931 *Ottawa Journal**Chaudiere*

Pedestrian is hurt on walking into train

Thomas W. Johnston, aged 66, of 93 Rochester Street, was injured last night on Booth Street at 11.35 o'clock, when, police state, he walked into the side of a freight train which was passing across the street into the yards of J. R. Booth, Ltd.

Taken to Ottawa Civic Hospital by J. Maloney, conductor of the train, he was found to be suffering injuries to his right leg.

Mr. Thompson was walking south on Booth Street, and apparently did not see the train.

Auto Struck By Locomotive At Gladstone Ave.

Driver Unable to Stop Quickly on Account Icy Road. Four Persons Escape Serious Injury.

The presence of mind of Clifford Lahey, 26 Westmount avenue, driver of a motor car, saved himself and three others from serious injury in a collision early this morning with a C.N.R. yard engine and caboose at the Gladstone avenue crossing near Preston street. Other occupants of the car were George Lortie, of Aylmer, the owner; William Lahey, 272 Arlington avenue, father of the driver, and Lucien Bourguignon of Montreal, son-in-law of William Lahey.

Proceeding in an easterly direction Mr. Lahey had crossed the C.P.R. track and did not notice the C.N.R. locomotive approaching from the north until he was quite close to the C.N.R. crossing. The road at the point was quite icy and made it impossible for the driver to bring the car to a sudden stop. Lahey had the presence of mind to swing the car off the road to his left and in the same direction as the train. In this way he avoided running in front of the locomotive and continued along the side of the track.

Even as it was, the auto was so close to the train that when they came opposite each other a cross beam at the front of the locomotive burst through one of the doors of the car. Engineer V. C. Sears, 80 Strathcona avenue, Ottawa was in charge of the locomotive.

As a result of the accident, Lortie was slightly cut while the others were given a severe shaking up. Early this morning none of the four had sought medical attention.

On Gladstone avenue at this point there are two crossings only a few yards apart. While there is a wigwag signal at the C.P.R. crossing, the C.N.R. is unprotected. There is, however, a clear view of approaching railway traffic.

05/07/1935 *Ottawa Journal*

Chaudiere

Call Off Parade As Trains Reach Ottawa Too Late

Thousands of children who waited hours for circus turnout were greatly disappointed.

As their three special trains were five hours late in reaching the Capital and with the chief of police ruling that no parade could be held after the noon hour, Cole Brothers Circus were unable to stage their parade this morning, and thousands of Ottawa children, who lined the streets were keenly disappointed.

Although they were prepared to go ahead with the parade immediately on the arrival here the circus authorities were advised against holding it, as it would congest traffic in uptown streets at one of the busiest times of the day.

Cause of delay.

Seen by The Journal the management of the circus stated the delay in arriving here had been caused by the fact that the special trains had to be routed on a round about way to the capital owing to the so many low bridges on the main line between here and Brockville, where they had been playing yesterday.

Frequent delays had also been caused by hot boxes on the large cars which transport their mass of equipment from city to city.

Chief of Police Joliat said the circus people, when they were given permission to hold a parade a few days ago, had promised him they would have it over by 12 o'clock. He had made that stipulation on account of the fact he did not want any unnecessary traffic congestion at the noon hour.

Chief's Ruling.

The chief also pointed out that with the closing of parliament it was impossible for him to give permission to have a parade after 12 o'clock.

Thousands of children lined the announced route of the parade this morning, but they were disappointed when circus employees came along and said there would be no parade.

However, they flocked to Plouffe Park to watch the work of erecting the "big top," and the numerous other tents which will house the multitudinous attractions of the circus.

Shortly after the arrival of the first train at 11 o'clock the work of unloading the circus equipment was begun, and was watched by thousands of people anxious to get a glimpse of the many wild animals and circus performers.

There are hundreds of performers in this season's circus, and equally as many trained animals. Scores of superbly schooled horses representing Europe's finest equestrian acts form a big new feature; another includes forty dancing horses and forty dancing girls, including many Mexican senoritas.

The glorious fairyland spectacle the "Serenade of Spain," a gorgeous processional fiesta depicting charm and romance serves as a prelude to the circus proper. This spectacular extravaganza excels in magnificence, brilliancy, gorgeousness in beauty, the glories of any spectacle yet staged by this circus. Almost a trainload of scenery, paraphernalia, bewitching costumes, marvellous lighting effects and astounding accessories are carried. There will be upwards of one thousand men, women, horses, elephants and camels, including a hundred beautiful dancing girls, great choirs of trained singers, vast orchestras and golden toned organs. The magnificent wardrobe represents an expenditure of \$70,000. It is the triumph of triumphs in colossal productions and daily amazes and thrills thousands. It forms but a single feature of this super circus.

05/07/1935 *Ottawa Citizen*

Chaudiere

Show Goes On But Parade Cancelled As Circus Delayed

Thousands Disappointed When Street Procession Called Off. Show This Afternoon and Tonight.

Several hours behind schedule, the Cole Bros.-Clyde Beatty Circus arrived in Ottawa this morning too late to stage the street parade which was set for 11 o'clock. As a result, thousands of circus fans, young and old alike, who lined the route of the procession were disappointed. The parade was called off shortly before 11 o'clock when circus authorities notified the police department that owing to the late arrival it would be impossible to have the parade and still be in readiness for the afternoon show at two o'clock.

At the circus lot on Plouffe Park, Somerset and Preston streets, the first section of the circus train was placed in position shortly before 11 o'clock and the work of setting up the "big top" was quickly underway. Hundreds of children and grownups were present to watch this work being carried out. Early this afternoon the lost time had been made up and the show went on with good crowds in attendance.

Delay at Cornwall.

The circus played Brockville yesterday where considerable time was lost in loading and as if this was not sufficient, the train was further delayed at Cornwall where one of the large cars was found to have a hot box. This necessitated a halt of over half an hour. The train arrived at the Bank street yard of the CN R. at 10.14 and within half an hour it had been broken into sections and was placed on the sidings at Plouffe Park. The train came from Brockville via Coteau Junction.

In addition to the show presented this afternoon, a second performance will be given at eight o'clock tonight.

Auto Hits Freight Car At Booth St. Crossing

At the J. R. Booth, Ltd. railway crossing on Booth street about 11 o'clock last night, a car in charge of Gerald Desormeaux, 522 Laurier avenue west, struck the rear of a freight car that was being backed into the yard and then struck a parked ear in charge of Oliver Agnew, 128 Fentiman Ave.

Constables A. LeBlanc and J. Fermoy reported that the string of empty flat cars was being backed across the roadway and that a watchman with a red lantern was signalling cars to stop. Only slight damage was caused and no one was injured.

The C.N.R. freight train was in charge of Engineer Kenneth Sullivan, 132 Third avenue, who told police he was sounding his whistle as the train was backing across the street. The watchman was Arthur Dupuis 74 Booth street.

19/07/1939 *Ottawa Journal*

Chaudiere

Booth Street

Watchman Found Dead by Train Crew

John McGrath, 60, of 35 O'Meara street, an employe of the Canadian National Railways for more than 20 years, was found dead in his watchman's shelter at the Booth street railroad crossing at 5.15 a.m.

The crew of a transfer train found him sitting in his chair in the shanty. Coroner Dr. Harry Dover found death was due to natural causes.

Bringing empty cars to the Chaudiere lumber yards of J. R. Booth, Limited, from the yards at Nepean, the train was stopped when the crew failed to see the watchman at the Booth street crossing.

According to yardmen, who had been speaking to Mr. McGrath half-an-hour before the arrival of the train, he had been in apparent good health.

Employed as a yardman for 22 years at the Bank street yards of the C.N.R., he recently had been filling in at the Booth street crossing on nights lumber was moving between the yards. He resided with his sister, Mrs. James Finn, 35 O'Meara street.

The funeral will be held from the parlors of McVoy Brothers 471 MacLaren street, on Friday at 7.40 a.m. to St. Mary's Church for solemn requiem high mass at eight o'clock. Interment will be made at Notre Dame cemetery.

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 travelling east on Gladstone avenue down a slight grade.

The tracks at this crossing are not protected with an automatic signal device, and early 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.

16/01/1940 *Ottawa Journal*

Chaudiere

Gladstone Avenue

Toronto Visitor Hurt Car Hits Train

Albert Ardley, 61 Victoria street, Toronto, suffered minor cuts and abrasions and his car was damaged to the extent of about \$200 when it was in collision with a CNR. freight train at the Gladstone avenue crossing at 2.30 this morning.

The train was about to enter the yards, and a box-car was blocking the roadway. Mr. Ardley was unable to stop on the slippery pavement.

Constables St. Louis and Connolly took him to No. 2 police station, where he was given first aid.

The train, which was in charge of Conductor K. Sullivan, 132 Third avenue, and Engineer Walter Aaron, 96 Lees avenue, was travelling south on the right-of-way, hauling empty box-cars, and the automobile was going east on Gladstone. There is no wigwag at the intersection and a medium down-grade on the roadway from west to east.

03/12/1948 *Ottawa Citizen*

Chaudiere

Automobile, Train Collide; No One Hurt

A backing freight train pushed an automobile, driven by Robert Johnson, 362 Bell street, into a ditch at the Booth street CNR level crossing just before midnight, but the driver and two other occupants of the car escaped injury.

Johnson, who was driving north on Booth street, told police he saw the warning light as he approached the crossing, but after stopping, felt that he had time to cross ahead of the train.

The rear of the caboose struck the right hand side of the car, pushing it across the road into the ditch. Damage to the car was estimated at \$250.

Other passengers in the car were Mrs. Gertrude Haldane, of 82 poplar street and Mrs. L. E. Lizer.

Constables Hugh Rutherford and Albert McCormell investigated

21/11/1950 *Ottawa Citizen*

Chaudiere

Train, Auto In Collision At Crossing

An Ottawa woman was only injured, and her husband escaped unhurt, when the car in which they were riding in a level-crossing with a CNR freight train on Gladstone Avenue, near the American Bank Note Company late yesterday afternoon.

Ruth Waldron, 35, of 294 Crichton street, a passenger in her husband's car was treated for minor injuries about the face, following the crash. She was not detained in the hospital.

Police were told that the Waldron car was travelling west on Gladstone Avenue during yesterday afternoon's heavy down-pour and the driver apparently failed to notice the westbound freight train until they were directly in the path of the train.

Engineer Jack Dale, 22 Clarey Avenue, reported that he did not see the car at the crossing until it was too late to brake the heavy train. He stated that the train was travelling at a very slow speed, at the time of the accident.

Yesterday's train-car crash was the fourth level crossing accident to occur within the Ottawa city limits during the past few weeks.

There was no watchman, and no signals were employed at the crossing where the accident occurred.

Constables Hugh Rutherford and James Reynolds were called to investigate.

23/03/1951 *Ottawa Journal*

Chaudiere

Derailment Causes Traffic Tie-Up

A derailed CNR freight car at the Lloyd street crossing on Booth street last night tied up traffic for about an hour. No one was injured in the derailment.

A CNR foreman told police the freight car was derailed when a section of track caved in on the west side of the crossing shortly before eight o'clock.

The car, which remained on its wheels, was put back on the tracks by a CNR work crew shortly before 9.15 p.m.

During the tie-up, Constable Gordon Bradley, assisted Sgt. Allen Donaldson and Constable Maurice Nash, diverted traffic at the Wellington and Booth street intersection.

14/09/1951 Ottawa Citizen

Chaudiere

Ernest R. Martin Dies Between Two Boxcars

A veteran railroader, Ernest R. Martin, 60, of 1127 Wellington Street, was crushed to death yesterday afternoon, when he lost his balance and fell between two boxcars.

Mr. Martin, a CNR yard foreman, was on the ladder of a slowly moving freight car, directing the "spotting of a carload of malt into the siding at the rear of Brading's Brewery.

As the car approached the center door in the rear of the brewery, Martin leaned over to signal the trainman. He apparently brushed against a second car standing on a spur track near the moving train.

The trainman fell and was crushed against the steel ladder of the stationary car. Several brewery workers rushed to his aid, but when "on the scene" treatment failed to revive the injured man, he was rushed to the Ottawa Civic Hospital, where he died in the emergency ward, a few minutes after his arrival.

Coroner Dr. W. T. Kendall told The Citizen that Martin had ruptured his liver as a result of the crushing and had been injured beyond help. He stated that an inquest will probably be held.

14/09/1951 Ottawa Journal

Chaudiere

Order Inquest Into Death Of Brakeman

An inquest will be held into the death yesterday of longtime CNR employee Ernest R. Martin, 60, who was crushed between two boxcars on a spur line behind Brading Brewery.

Mr. Martin was a yard foreman. He was standing midway along a freight train relaying instructions from the rear brake man to the engineer while a car of malt was being "spotted", at a loading platform.

His clothing was caught by a ladder affixed to the side of one of the box cars, and he was dragged between two other box cars.

"He was kept upright and rolled to death between the two cars", said Newman Dubroy, who witnessed the tragedy.

"The train was only going about one mile an hour. It was heading west."

Richard Driscoll and Charles Townsend were brakemen on the train; Jack Dale was the engineer and William LaSalle the fireman.

Mr. Martin was taken to hospital by Exclusive Ambulance, apparently suffering from severe shock. He died half an hour.

Dr. W. T. Kendall, coroner, ordered an autopsy.

17/09/1951 Ottawa Journal

Chaudiere

Accident Victim Paid Final Tribute

Many mourners gathered at the funeral of Ernest R. Martin, held this morning at St Jean Baptiste Church.

Mr. Martin, a yard foreman with the CNR, was killed on Thursday when he was crushed between two boxcars on a spur line behind Brading Brewery.

09/11/1951 Ottawa Journal

Chaudiere

Finds CNR Foreman Had to Place "Himself in Jeopardy"

A coroner's jury last night decided a CNR foreman, killed between two boxcars September 11 behind Brading's Brewery, "had to place himself to jeopardy" to properly carry out his job.

The foreman was Ernest Martin. He was crushed between two cars on side-by-side sets of tracks, while assisting to "spot" a car of malt behind the brewery.

Mr. Martin was relaying signals to other members of the train crew as he directed the operation. No one saw him struck, but he was apparently caught between the two cars at a point where the sets of tracks were only 11 inches apart.

The siding concerned has since been changed.

The five-man jury lifting under Coroner Dr. W. T. Kendall last night recommended that all sidings be inspected and made safe in order to avoid a similar accident.

23/01/1952 Ottawa Citizen

Chaudiere

Driver Escapes After Train Crashes Auto

Hugh M Kelly, 17, of 332 Goulburn Avenue, escaped uninjured last night, when his automobile skidded into the path of a CNR locomotive, at the Gladstone Avenue level crossing, near Preston Street. I

The youth reported the accident to Constable Railsford Rawlins at No. 1 police station, shortly after 10 p.m., and gave the details of his escape.

He stated that shortly after six o'clock last night, he was driving east on Gladstone when he noticed the approaching engine. He attempted to brake the car, but skidded on the icy pavement into the front of the locomotive.

As the car was being pushed, along the tracks, he said he was able to open the door and scramble to safety.

Damage to the car was estimated in excess of \$300.

The accident occurred at the most easterly center tracks of the crossing.

Police are continuing their investigation.

07/12/1953 Ottawa Citizen

Chaudiere

Driver Hurt As Auto, Train Crash

Jack Jerome, 25, of 785 Gladstone Avenue, escaped serious injury Saturday evening when his car was struck by a train on Booth Street at the CNR crossing near Lydia Street.

He was admitted to Civic Hospital suffering from forehead and left leg abrasions and possible concussion.

The impact caused heavy damage to the auto and pushed it 35 feet along the train rails

03/04/1954 Ottawa Citizen

Chaudiere

Booth Street

Auto Plows Into Diesel

One man was slightly hurt when his car plowed into the side of a heavy Diesel locomotive in a spectacular accident at 7.30 this morning.

Joseph Colosante, of 470 Booth Street, was taken to the Civic Hospital where he was treated for minor injuries and shock. The car was almost completely wrecked.

The driver of the car, Anthony Colosante, a son of the injured man, told police he was driving south on Booth Street down a slight hill leading to the CNR crossing.

He said he saw the train, a diesel shunting engine, and tried to stop but his wheels failed to hold on the icy surface of the road. His car rammed directly into the side of the big locomotive.

Constable Judd Rutherford, of No. 2 Station, who investigated, took Mr. Colosante to hospital

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.

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

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.

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

The Hall Fuel Company's coal dispersal chute and some 2,000 tons of coal were reduced to ashes last night in a spectacular Preston street fire that endangered an entire block of homes and sent one fireman to hospital.

Overcome by smoke. Fireman James Butler was treated at Civic Hospital and later allowed to go home.

5,000 Watch Blaze.

A crew of 40 from five city fire stations brought the blaze under control at 1 a.m. two hours after the alarm was turned in. Emergency squads of police rerouted traffic and controlled a crowd estimated at more than 4,000.

John Hall, president of the fuel company, said the loss was between \$40,000 and \$50,000.

Witnesses said the fire, of unknown origin, leaped up at the east end of the wood frame structure and swept its 350-foot length in three minutes.

The wind carried flames to the rear entrances of homes on the south side of Arlington avenue. Sparks and burning debris fell in alarming concentrations on homes one block north of Arlington.

Five Homes Damaged.

Five Arlington avenue homes were extensively damaged, mostly by smoke and water and several families whose beds were sodden spent the night with neighbors.

The coal chute, which ran from Rochester street almost to Preston street, was constructed before the Hall Company took over the plant from the Butterworth Company in 1935, and is situated beside the Canadian National Railways track. It contained four empty freight cars. Some 250 tons of coal had been unloaded yesterday afternoon.

2,000 Tons of Coal

Sandwiched between yards of the French Lumber Company, the gasoline tanks of Ottawa-Toronto Motorways and a number of old wood frame homes, the fire posed a threat of major proportions.

Radiant heat reached such an intensity, officials of the Motorways firm ordered more than 12 local delivery truck removed some distance from their garage. . Flames appeared in isolated spots in the French Lumber woodpiles and were quickly put out by firemen.

Another fire of unknown origin caused extensive damage in the lumber company's premises June 16.

Report Grass Fire,

Nearby residents reported seeing a grass fire near the coal chute Tuesday afternoon. This possibility was being investigated although police and firemen said no alarm had been turned in earlier.

First alarm was recorded at Fire Department headquarters at 11 p.m.. It came from an unidentified telephone caller.

By the time firemen arrived on the scene, flames had soared to 160 feet turning night into day over a 10-block area. The spectacle was clearly visible more than 10 miles away.

Seen From Long Distance.

Queries about the fire came by telephone to The -Journal from Connaught Raceway. Eastview and Upland Airport

A group of Arlington avenue residents used garden hoses to fight isolated fires on rooftops and under the eaves of four homes. Gerald Lanthier called for professional assistance when water pressure failed as the fire equipment came into full use.

The home of Mr. and Mrs. Walter Kinal was saturated smoke-filled. The couple and their. three children, Peter, 9, and Olga, 6, and Stanley, 5, spent the night in the home of Mr. and Mrs. John Wityshyn.

Mrs. Wityshyn said she would find room somehow for others if sleeping space was required.

Most of the families, however, crowded into front rooms untouched by water.

Two families with six children, residing in one-half of a duplex, spent the night in two rooms. They were Mr. and Mrs. Rudolphe Charleboi and their five children, and Mr. and Mrs. Gordon Gordon with one child.

Mr. Lanthier said he was in his bedroom when he saw flames shoot from the coal yard.

Used Garden Hose.

"I ran downstairs and broke open the garage door. I was afraid for the house so I used the garden hose until firemen came."

Although flames reached danger point on some homes, no furniture was removed. Most of the neighbors were confident firemen could control the fire before it ate into the residential section.

The worst damage came from water and rolling clouds of smoke which replaced flames. shortly before midnight. At this time, firemen were able to throw ladders against the side of the coal chute and play streams of water on glowing coals.

Police said the crowd was orderly most of the time. However, several hundreds who walked or were pushed too close came under the hoses accidentally on at least two occasions.

Freight Train. Delayed.

Traffic was rerouted from the corners of Gladstone and Preston, Gladstone and Booth and Rochester and Arlington. An eastbound CNR freight train was delayed briefly but allowed through when the danger of flames spreading abated.

Mr. Hall said the building was insured. Decision on re-building plans would be made after final assessment of the loss.

Directing firefighting operations was Chief Maynard Dolman. His lieutenants were Deputy Chief Armand Page and District Fire Chiefs Alex Macfarlane and William Nash.

No Injuries In Car-Train Collision

A car-train collision on Gladstone Avenue near Standard Bread Company last night resulted in only minor damage to the car involved and no injuries to the driver.

Mrs. Winnifred Rosewarne, 64, of 475 Broadview Avenue, told police she had stopped for the crossing, then proceeded.

"I didn't see the train 'til I was in front of it," the driver recalled to police.

CNR brakeman Eric Low of 394 Brant Street, Eastview, said he had blown his whistle and noticed the westbound car on Gladstone stopped at the crossing.

Police estimated damage to the car at \$100.

Const Joseph Cardinal of No. 2 Station investigated.

Damage slight when train bumps into car

Michael J. Whalen, 42, of 4 Kilmory Cres., Nepean Township, collided with a slow-moving train Monday but escaped unhurt and with only \$70 damage to his car.

Mr. Whalen was driving north on Lett Street when he heard the CNR diesel approaching. When he braked on the icy surface, he skidded onto the crossing in its path.

The train engineer, Romeo Cousineau, of 1622 Pullen Ave., tried desperately to stop but the diesel skidded along the track and caused slight damage to the car fender.

17/04/1964 Ottawa Citizen

Chaudiere

Carling Avenue

Car hits train woman injured

A 22 - year - old Ottawa woman was taken to Civic Hospital with undetermined injuries after her car struck a CNR freight train Thursday night.

Judith Dunlop of 178 Huron Ave. was westbound when she was involved in the accident with the southbound train on Carling Avenue just west of Preston Street.

Damages to her car were estimated at \$400 in the accident that happened about 10 p.m.

03/09/1964 Ottawa Citizen

Chaudiere

Carling Avenue

Car-train crash leaves pair unhurt

Spectators considered a young Ottawa couple "lucky to be alive" Wednesday night after a CNR yard engine slammed their car into a flashing signal post..

Spiros Diamantopoylos, 30, and his wife, Maria, 23, of 303 Cambridge St., were taken to Civic Hospital after the accident at Carling Avenue and Preston Street, examined and released.

Force of the crash spun the couple's car, eastbound on Carling, completely around and slammed it backwards into the signal post on which the warning light was flashing.

The car, a 1959 model, was demolished.

"We never heard or saw anything," said Maria, who complained of dizziness. "It was just a big bang."

The couple were on their way home from work when the accident happened about 8.20 p.m.

The CNR diesel was switching railway cars at the railway interchange just north of Carling Avenue on what one CNR official termed a "regular assignment."