

Local Railway Items from Area Papers - Montreal and Ottawa subdivision

19/08/1871 The Times, Ottawa Montreal and Ottawa

The survey for the Montreal and City of Ottawa Junction railway is now completed. The line leaves the GTR at the River Rouge passing through Alexandria, Athol and crossing the Nation River about 2½ miles north of Duncanville; thence in an air line to Ottawa and forming a junction with the Canada Central in the centre of the city.

More.

11/10/1871 Ottawa Citizen Montreal and Ottawa

The plans and profiles of the Montreal and Ottawa City Junction Railway will be on public exhibition tomorrow (Thursday) between the hours of ten o'clock a.m. and two o'clock p.m. The citizens are respectfully invited to call and examine them.

A meeting of the City Council will take place at two o'clock of the same day when the plans will be examined and explanations received from the President of the Company, D.A. MacDonald, Esq. M.P.

More.

13/10/1871 The Times, Ottawa Montreal and Ottawa

Report of a special meeting of City Council on Montreal and City of Ottawa Junction railway plans.

23/11/1871 Ottawa Citizen Montreal and Ottawa

Editorial on Montreal and Ottawa Railway.

13/01/1872 Ottawa Citizen Montreal and Ottawa Lancaster

The first meeting of the Montreal and Ottawa Junction Railway Company was held at Lancaster on 10th inst., when Mr. D.A. MacDonald M.P. was elected President and Mr. E. McGillivray of this city Vice President. The company intend to push their work without unnecessary delay and tenders will be advertised for at once so that contracts for construction can be entered into by the 6th February next. More - good to see it etc.

13/02/1888 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

The engineer engaged in preparing the profile for the proposed interprovincial bridge was at work on the Ottawa river today.

04/04/1888 Ottawa Journal Montreal and Ottawa

While the Lower Town people are figuring on getting a bridge across the Ottawa at Rockcliffe which they naturally conclude would, commercially speaking, give a great impetus to that part of the city, a surprise is in store for them, which, as a means of bringing in trade will throw the bridge scheme far back.

The surprise is that it has been decided that the Prescott and Vaudreuil Railway from Vaudreuil to Ottawa is to commence almost at once. The road is to traverse the counties of Prescott and Russell.

The route of the road has been laid out and by this survey it will make the distance between Ottawa and Montreal at least sixteen miles shorter than by any of the present routes.

A company has been formed for the prosecution of the work and a charter granted. The Dominion Government has subsidized the road from Vaudreuil to Hawkesbury, a distance of 30 miles, with \$3,200 a mile. The Quebec Government give the road for thirty miles for 10,000 acres per mile, and the Ontario Government are also expected to come down handsomely. It is expected that the counties interested, Prescott and Russell, will project their assistance in the form of a bonus.

The road will connect with the Grand Trunk at Vaudreuil and will tap Hawkesbury, Vankleek Hill and several other large centres of population.

Where in Lower Town the road will come in has not yet been determined, but it is not unlikely to run to run into the city near the St. Lawrence and Ottawa station.

It is understood that the right of way for the new road has been secured and that building will begin from Vaudreuil as soon as the weather permits. The country to be traversed is described as very easy for construction, very little bridging required. There is no question that should this road be pushed through it will give the lower portion of the city an impetus of a big size, bringing, as it would, trade from two large counties as well as Montreal and other points.

05/04/1888 Ottawa Citizen Montreal and Ottawa Vaudreuil

The Prescott, Ottawa and Vaudreuil Railway intend commencing work at Vaudreuil as soon as the snow has disappeared.

06/04/1888 Ottawa Journal Montreal and Ottawa

Report of the election of directors of the Vaudreuil and Prescott Railway. Messrs. Beemer and Montgenais likely to get the contract for the first thirty miles. --

19/01/1889 Ottawa Free Press Montreal and Ottawa

The Grand Trunk Railway have decided to back the Ottawa and Vaudreuil company in the construction of a railway from this city to Vaudreuil on the Grand Trunk. More.

23/01/1889 Ottawa Citizen Montreal and Ottawa

L'Orignal 22nd. The meeting held in L'Orignal in promotion of the Vaudreuil and Ottawa railway was an immense success. People turned out by hundreds from Prescott and Russell.--The following resolution was passed amid great enthusiasm. Moved by Wm. Rodden, seconded by Mr. Touthier, ex-M.P. "That in the opinion of this meeting, it is important to take immediate action to secure the construction of the railway from Vaudreuil to Ottawa, and the citizens and representative men here pledge themselves to interest themselves in every possible way in their respective localities to obtain substantial assistance and further the project." --

23/01/1889 Ottawa Free Press Montreal and Ottawa L'Orignal

Account of a meeting held at L'Orignal. More

28/01/1889 Ottawa Citizen Montreal and Ottawa

It is proposed to carry the Ottawa and Vaudreuil Railroad through East and West Hawkesbury, Longueuil, Caledonia, Alfred, North Plantagenet, Clarence and Cumberland. A bonus of \$50,000 will be asked from the townships, and it is suggested that the people of Ottawa should help.

07/02/1889 Ottawa Journal Montreal and Ottawa Plantagenet

Railway ties are being got out at Plantagenet for the new Ottawa and Vaudreuil Railway line, work on which will start in the spring.

01/03/1889 *Ottawa Journal* *Montreal and Ottawa*

Details of bonuses voted by municipalities to the Vaudreuil and Ottawa railway.

02/03/1889 *Ottawa Citizen* *Montreal and Ottawa*

At a meeting of the ratepayers of Vankleek Hill, held on Tuesday, it was resolved that a by law be submitted to the people granting \$10,000 as a subsidy to the proposed Vaudreuil and Ottawa Railway. The municipality will also, if the by law is passed, give the right of way through the territory and exempt the property of the company from taxation for ten years. The total sum of bonuses voted, as well as promised, is \$78,000, divided up among ten municipalities.

12/07/1889 *Ottawa Journal* *Montreal and Ottawa*

The first sod.

Ottawa and Vaudreuil soon to be linked.

The first sod of the Vaudreuil and Ottawa Railway will be turned next week, and the work will be pushed forward straight ahead as fast as circumstances will permit. The ceremony will take place at Rigaud on Wednesday afternoon next 17th inst. by Madame Montgenais, wife of the president of the road and Mrs. Hugh McMillan wife of the member for Vaudreuil will have a silver spade specially prepared.

There will be fifty teams and a hundred men in readiness and as soon as the sod is cut they will commence the real work of the construction of the line.

REJOICING - more

THE LINE

..there will be depots at Grande Montagne, Rigaud, St. Eugene, East Hawkesbury, Vankleek Hill, Caledonia Springs, Plantagenet, Alfredtown, Clarence, Gloucester and Ottawa. The Ottawa depot will supply a passenger and freight depot to the Lower Town section of the city.

More - Foster and Charlebois are the contractors.

More.

17/07/1889 *Ottawa Citizen* *Montreal and Ottawa*

Turning of the first sod.

Rigaud 16th. The first sod of the Vaudreuil and Prescott Railway will be turned tomorrow. -- great excitement etc.--

01/08/1889 *Ottawa Free Press* *Montreal and Ottawa*

The large number of 40,000 railroad ties has been taken out for use next winter on the South Nation River, near Casselman, by Mr. J.D. Quesnel, of that place. He intends shipping these, along with a quantity of round timber, to various points on the Vaudreuil and Prescott railroad, at present being constructed.

02/09/1889 *Ottawa Journal* *Montreal and Ottawa* *Vankleek Hill*

Vankleek Hill. The people living along the Ottawa river are very much excited over the construction of the Vaudreuil and County Prescott Railway and where it will be located. They are offering great inducements to try and influence the company to build the road along the river but they will have all their trouble and expense for nothing, as the road has already been located to Vankleek Hill via St. Eugene. The contractors have given their word of honour to the electors of West Hawkesbury, that they would not under any consideration, construct the road along the river as it would be almost five miles longer and that location would be much more difficult to construct so that the cost of building the extra five miles with the additional expense of constructing a road over a hilly, uneven, wet country, than over a level country, would counterbalance any inducements they could offer over the ten thousand offered by West Hawkesbury and the four thousand offered by East Hawkesbury to the country. Besides, the located road to Vankleek Hill passes through the finest country in the Ottawa valley, and any company which would ignore the large amount of traffic they would obtain from this section of country, would be blind in their own interests. There is no doubt but the road will be built to this place in a very short time and the best thing the Hawkesbury people can do is to try and induce the company to build a branch from here to than place.

15/10/1889 *Ottawa Journal* *Montreal and Ottawa*

Mr. Geo. C. Ronan has taken a contract for two miles of the Vaudreuil and Ottawa railway.

11/11/1889 *Ottawa Citizen* *Montreal and Ottawa*

Judge Foster, General Manager of the Vaudreuil and Ottawa Railway Company, who was in town a day or two ago, says that he expects trains over this road will be running into Ottawa by November 1st, 1890. Thirty miles of the line have been graded, and the iron is on twenty miles. By this line the distance between Ottawa and Montreal is 106 miles, being shorter by 10 miles than the C.A.R. and 14 miles by the C.P.R. It is understood that the Vaudreuil and Ottawa Company would be willing to assist in the building of the Rockcliffe bridge, as by that means they would be able to gain an outlet from the city and make connections with the Pontiac Pacific Railway.

Application has been made on behalf of the Vaudreuil and Ottawa road for permission to cross the Canadian Pacific Railway on the level at Vaudreuil. This will come before the Railway Committee of the Privy Council on Tuesday the 19th Inst.

22/11/1889 *Ottawa Citizen* *Montreal and Ottawa*

Judge Foster, who was in town a few days ago, says that sixteen miles of the Vaudreuil and Ottawa Railway are now in operation. The terminus is not as yet as definitely settled, but it is understood the line will cross the river at the Rifle Range and get a station as near the centre of the city as possible. Nothing, however, has been settled.

12/12/1889 *Ottawa Free Press* *Montreal and Ottawa*

Mr. Charlebois, the contractor for the Vaudreuil and Prescott railway stated this morning that work would be commenced on the Ottawa end of the work next spring. The contract for grading from here to Clarence will be let first and operations will commence as soon as the frost is out of the ground.

Mr. Charlebois says that the laying of the rails from Vaudreuil is proceeding at the rate of a mile a day. About seven miles are now laid and Rigaud will be reached by the first of January. The first train from Rigaud to Vaudreuil is expected to run about the middle of next month.

20/12/1889 *Ottawa Free Press* *Montreal and Ottawa*

The question of a union depot for Ottawa is rapidly coming to the front. It is said on good authority that the Vaudreuil and Prescott railway will have a station on Besserer street between Nicholas and Mosgrove. Mr. J. Shanly, the engineer for the company, has been here for some days examining the entrance and finds no difficulty in the way. The line. Line will probably cross the Rideau river between the Canada Atlantic and the rifle range and run across the head of Deep Cut on the canal. Thence north along the east bank of the canal running under Maria street bridge, and east to Dey's boathouse. There it will make a slight curve, cutting off a portion of the Canadian Granite company's buildings and terminate on the south side of Besserer street, on the present site of the brick tenement row? The station would thus have entrances from both Nicholas and Mosgrove streets and be centrally located. Messrs. Charlebois, Foster and McMillan, directors of the road, examined the proposed route this morning and, it is understood, approve of it.

The Canada Atlantic has given notice of its intention to build a branch along this same route. A high legal authority, asked his opinion as to which road had the better claim, in case of opposition, said that the Canada Atlantic had already entered the city, which its charter gave it permission to do and was now asking for an additional privilege. The Vaudreuil and Prescott has the privilege of entering the city where it pleased and should be granted the fulfillment of this privilege.

28/12/1889 Ottawa Citizen Montreal and Ottawa

At a meeting of the directors of the Vaudreuil and Prescott Railway Company, the plans of the proposed entrance between the Canal and Nicholas street to Besserer were approved. It is proposed that the station will be on Besserer street. Should this be established, it is thought that at no distant day a grand central depot will be established on Rideau street in the vicinity of Mosgrove.

02/01/1890 The Equity, Shawville Montreal and Ottawa

At a special meeting here today of the directors of the Vaudreuil and Prescott railway, it was resolved to deposit plans with the government tomorrow for the approaches of the road into Ottawa; also to give notice of application to parliament for the expropriation of lands to enter the city over the Rideau river and down the banks of the Rideau canal to within fifty yards of Rideau street. The depot would thus be close to the militia stores, Sparks street bridge, in the very heart of the city and only a block or two from the Russell house and the Parliamentary buildings. This is the very route for which the Canada Atlantic has given notice by extension of its main road and transfer of its terminus to the same vicinity.

28/02/1890 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

In order to give time to effect a union of all the interests concerned in the construction of a railway and passenger bridge over the Ottawa river, the reporting of the bill was postponed when it came up before the Railway Committee of the House yesterday. This was agreed to at the joint request of Mr. Booth, on behalf of the Canada Atlantic, and Mr. H.J. Beemer for the Gatineau Valley and Pontiac Pacific roads. The two latter are the only ones not yet incorporated with the scheme, but by the time the committee meets again it is expected all arrangements will have been perfected for the union of these two important railway interests with those already identified with the scheme.

04/03/1890 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Ottawa council - railway bridge should not be a monopoly.

18/03/1890 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Bridge bill passes Senate. More.

19/03/1890 Ottawa Journal Montreal and Ottawa Rigaud

The first section of the Vaudreuil and Ottawa from Vaudreuil to Rigaud will be inspected tomorrow by Mr. Ridout, government engineer. Mr. Ridout will be accompanied by Judge Foster and Messrs. McMillan, Labrosse and Bain, M.P.'s.

30/07/1890 Ottawa Free Press Montreal and Ottawa

When Mr. Mercer, premier of Quebec, was in Rigaud, on Friday, a deputation of laborers, formerly employed on the Ottawa and Vaudreuil railway, waited on him and asked that the provincial government take steps to obtain for them payment of wages which they had earned from some sub-contractors which were not yet paid. Mr. Mercer promised to do what he could for the men. Mr. Charlebois, the main contractor for the road, was seen at the Russell here today with reference to the complaint of the laborers. He said, "The men will be paid in full, and it will not be necessary for the government to interfere or retain any of the subsidy due to the company. I have usually taken care in dealing with sub-contractors that the laborers employed by them receive their wages. When it became apparent to me that Herbert and Doran, the sub-contractors, were getting behind in their work and not paying their men I took the contract out of their hands and will finish it. When it is completed there will be enough due from the company to the sub-contractors to pay off the laborers. The contract will be finished by the first of September, and then the laborers will be paid in full.

08/08/1890 Ottawa Free Press Montreal and Ottawa

Mr. S.W. Foster, the chief promoter of the new railway from Ottawa to Vaudreuil, was in the city yesterday and had an interview with Sir Hector Lange in, minister of public works, speaking of the progress upon the railway, Mr. Foster stated that the twenty mile section from Vaudreuil to Rigaud is now completed and ready for government inspection. Next Friday several excursion trains will be run over the road carrying pilgrims from Montreal to the new shrine of Lourdes erected on the mountain to the west of Rigaud Village, which is to be formally dedicated on that day by the Archbishop of Montreal. The road has been ballasted, station buildings erected, and on the 30th of this month it will be opened for traffic and through trains will then be run from Rigaud to Montreal. "Will the road be pushed forward to Ottawa this year?" Mr. Foster was asked. "Yes," he answered, "we will push the road on as fast as possible through Hawkesbury or Vankleek Hill and expect to reach Caledonia Springs in a few weeks." "What about the rumor that your company intend to branch off from Caledonia Springs and make connection with the Canada Atlantic instead of coming into Ottawa by a new line?" "That is a question that has not been considered at all. But if the company obtain sufficient encouragement to induce them to built an independent and straight line from Caledonia Springs to Ottawa, no doubt they will do so, in preference to connecting with any other road."

12/12/1890 Ottawa Free Press Montreal and Ottawa Vankleek Hill

The survey along the route of the Montreal and Ottawa railway is progressing rapidly. A trial line was run through the village of Vankleek Hill last week and now engineering staff are engaged in surveying another line in order to bring the road into the centre of the village. It is expected that the station will be erected on the property of Mrs. Butterfield.

23/01/1891 Ottawa Journal Montreal and Ottawa

The Vaudreuil and Ottawa Railway.

Mr. A. Charlebois, the well known contractor, is at the Russell. Speaking to the Journal of the Vaudreuil and Ottawa road he said they expect to have the track laid to Ottawa by next fall. The survey is completed as far as Plantagenet, and would be finished to Ottawa in the course of two or three weeks. They are now building piers over the River la Grace, between Point Fortune and Rigaud, so as to be ready to lay the rails in the spring. As to the entry into the city, Mr. Charlebois could not say anything at present. He thought arrangements would shortly be completed with the Grand trunk for passenger traffic over their line into Montreal from Rigaud.

25/03/1891 Ottawa Journal Montreal and Ottawa

A Montreal despatch says: Judge Foster of Knowlton and Messrs. A. Charlebois and J.J. McDonald, well known contractors, left town this afternoon via Vermont Central for New York where the three gentlemen just named will take the White Star liner on Wednesday for Liverpool. These gentlemen will probably be absent for six weeks and will no doubt be engaged in several financial schemes of the greatest moment to Canada's railway interest. The Montreal and Ottawa line of which Mr. Charlebois is the contractor is now located as far as Cumberland, but 15 miles from the capital and no doubt as soon as the above named gentlemen return the entire distance from Rigaud to the Rideau will be covered with men. In fact the energetic promoters have promised all along that the locomotive would run over the Montreal and Ottawa from end to end before the close of the present year, and it now appears that such is to be the case. Judge Foster and Mr. Charlebois, while absent will make a large purchase of rail in Belgium.

28/07/1891 Ottawa Free Press Montreal and Ottawa

A party of forty-five men left the C.A.R. depot this morning under charge of railroad foreman Louis Leamy, to work on the Montreal and Vaudreuil railroad. Andrew Leamy left with another gang at noon today for the same place.

21/12/1891 Ottawa Free Press Montreal and Ottawa

The Canadian Pacific company commenced running the first regular passenger train over the Montreal & Ottawa railroad this morning. The new line at present extends from Montreal to Rigaud.

15/01/1892 Ottawa Journal Montreal and Ottawa

A director of the Vaudreuil and Ottawa railroad states that work on the road will be pushed from Rigaud to Ottawa the first thing in the spring, and it is expected will be completed and trains running by the fall.

It is also stated that if the C.P.R., who now control the Vaudreuil road, cannot obtain from the government the exclusive right to enter the city via the canal bank as asked for, they propose to run the road to the Union depot at the Chaudiere. This they could do by running a little south of the city and connecting with the C.P.R. Prescott track. Once in the city they would be in a better position to make arrangements with other companies for entrance via the canal bank should the government decline to grant exclusive privileges.

Mayor Durocher, being seen, said that he had not heard that the C.P.R. were pressing claims for the canal bank route, but if they did, he would certainly urge the city council to renew their protests to the government against any company being allowed entrance by that route exclusively or on any terms more favorable than any other road.

21/04/1892 Ottawa Journal Montreal and Ottawa

J.R. Charlebois, contractor for the Ottawa and Montreal railway is in the city.

"We are moving along well with the building of the road but we are making no effort to unduly rush things. What we are desirous of having, and what will we have once it is completed, is a first class road between Montreal and the capital."

"By the first of July, of this year we expect to be able to reach Caledonia Springs by train."

Already running between Rigaud and Montreal-- will be operated by C.P.R.

21/04/1892 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Breaking ground.

At 4 p.m. on the Ottawa side mayor McDougall with a spade and wheelbarrow. On St. Patrick street near the ferry landing.

In Hull mayor Champagne performed a similar ceremony.

Ground was broken because the charter calls for work being commenced during this month but the company have three years to build the bridge.

Repeated in the Shawville Equity, 26 April, but said it occurred on 19 April.

19/11/1892 Ottawa Journal Montreal and Ottawa

Mr. Charlebois, contractor, is now putting the finishing touches to the road as far as Point Fortune. Once this is completed he will cease the work of construction for the winter. During the winter months he will be engaged in expropriating the land for the right of way as far as Caledonia Springs.

24/04/1893 Ottawa Citizen Montreal and Ottawa

It is rumoured around Vankleek Hill that a large gang of men will shortly commence work on the Montreal and Ottawa Railway to complete it to Caledonia Springs by the 1st of July.

08/05/1893 Ottawa Citizen Montreal and Ottawa

It was learned yesterday from a reliable source that the directors of the C.P.R. would, this week, take into consideration the question of the construction of the Vaudreuil and Ottawa branch from Point Fortune to Caledonia Springs and thence to Ottawa. It is said the authorities of this road are anxious to get this branch built, as their run from Montreal to Ottawa would be nineteen miles shorter than by their present North Shore route, and it would ensure more satisfactory connections with the western trains.--

13/05/1893 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

P.P.& J. Railway to build Nepean Point bridge.

More.

P.P.& J will amalgamate with the Gatineau Valley Railway. More.

P.P.& J. has a bridge charter and will either purchase the C.P.R branch between Ottawa (sic) and Aylmer or build an independent line of its own.

13/06/1893 Ottawa Journal Montreal and Ottawa

In Prescott county there is strong expectation that work on the Montreal and Ottawa railway, now under control of the C.P.R., will be commenced almost immediately.

It seems only two weeks remain for the company to begin, in order to prevent the bonus from the Ontario provincial government being transferred to the proposed Canada Atlantic belt line through Prescott and Russell counties.

It is said that that portion of line now built from Rigaud to Point Fortune is to be abandoned and a new line run direct from Rigaud. This line will run inland and will presumably pass at but a short distance from Vankleek Hill. From the latter place to Ottawa the length of the line will be but 45 miles. The residents of the counties through which the line will run are anxiously watching developments.

13/09/1893 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Article - Only a matter of money. P.P.J. and G.V. Railways ready to build the bridge.

18/09/1893 Ottawa Journal Montreal and Ottawa

The C.P.R. has a surveying party at work between Vankleek Hill and Caledonia Springs locating the line of the M. & O. railway.

22/09/1893 Ottawa Journal Montreal and Ottawa

The survey of the Vaudreuil and Ottawa railway was completed yesterday as far as Caledonia Springs after which the surveyors returned to Montreal. It is learned the C.A.R. may shortly forestall the line by constructing an extension of the Central Counties Ry. from Vankleek Hill to Rockland.

02/10/1893 Ottawa Citizen Montreal and Ottawa

Mr. A. Evanturel, M.P.P. for Prescott county, has received the following from the vice president of the C.P.R.:

"Referring to your letter of yesterday, our engineers have been at work for some weeks past in running a line between Point Fortune and Caledonia Springs with a view to continuing from Point Fortune instead of building from Rigaud. The information secured by their preliminary surveys is now being put into such shape as to make it available, and we hope within a few days to be able to determine the best route. I shall communicate with you just as soon as we have arrived at a conclusion. The form of the agreement with the Ontario government is now being prepared, and I hope to be able to send it to Sir Oliver Moffatt in the course of the next three or four days."

04/10/1893 *Ottawa Free Press* *Montreal and Ottawa*

Some impatience and apprehension has been expressed by the inhabitants of Alfred, Ont., and vicinity on account of the slow work on the new C.P.R. line from L'Original to Ottawa. Mr. Shaughnessy, vice president, was seen yesterday, and stated that engineers have been working for some weeks past in running a line between Pointe Fortune and Caledonia Springs, with a view to continuing from Pointe Fortune instead of building from Rigaud. The information secured from the preliminary survey is now being put into available shape, and the decision will be made in a few days as to the best route. The form of agreement with the Ontario government is also under course of preparation.

21/10/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Aldermen think C.P.R. would run over it. More.

28/10/1893 *Ottawa Citizen* *Montreal and Ottawa*

It is learned that the Canadian Pacific Railway Company propose to push the construction of the Vaudreuil branch to Ottawa and will make it the regular line from Ottawa to Montreal

28/10/1893 *Ottawa Journal* *Montreal and Ottawa*

The Vaudreuil as a main line - article.

18/11/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Meeting of Civic Finance Committee. C.P.R. is not in it now. Mr. Beemer will get the bonus if any be voted. Article.

25/11/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. Beemer's conditions. The bridge committee throws them aside. Article.

27/11/1893 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. Beemer's last chance. Article.

08/01/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Last week ex-mayor McDougal and engineer Harris of the P. & P. J. and G.V. railroads, made an inspection of the site for the Interprovincial bridge, taking notes of all the points favorable and otherwise on both sides of the river. The plans are now being prepared under Mr. Beemer's direct supervision and correspondence is being held with the department of railways and canals respecting the matter.

19/01/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. Harris, chief engineer, and staff commenced yesterday to make the preliminary survey in connection with the interprovincial bridge from Hull to Nepean Point. After surveying and fixing upon a route, soundings will be made and a complete report submitted to the various governments, from whom a subsidy will be asked.

04/03/1894 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The work of taking the soundings in the Ottawa river for the Interprovincial bridge is still in progress. It will take the greater part of the week to complete the work.

23/03/1894 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Important Railway Meeting

A meeting will be held on Tuesday next at 1 o'clock p.m. at Kelly's Hotel, on railway matters.

Now or Never

30/03/1894 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Railway Meeting Here

A preliminary meeting to consider the railway situation in these United Counties was held here on Tuesday. A large number of gentlemen, notwithstanding the bad condition of the roads, were in attendance. Indeed, it was surprising how good a representation of the counties could have been obtained on such short and insufficient notice.

Attendance details omitted

Details of motions passed.

18/04/1894 *Ottawa Journal* *Montreal and Ottawa*

Representatives want a fair show. Route of the M&O. Includes a map.

25/04/1894 *Ottawa Journal* *Montreal and Ottawa*

THE KICK HAD EFFECT

Better Outlook for the Montreal & Ottawa R- R

THE C. P. R. AGREES TO A MEASURE OF COMPROMISE.

Within Eighteen Months They Will Spend \$100,000 on the Road, and Within 30 Months \$100,000 Exclusive of Bonuses - The Result of a Conference To-day.

The kick of the eastern counties men which The Journal ventilated so fully, against the five years delay asked by the C. P. R. in completing the Montreal & Ottawa railroad has resulted in good.

Judge Clarke, solicitor of the C. P. R. to day came to an agreement with a committee from the interested district. Within 18 months from this date the company is to spend \$100,000 on the road from Point Fortune westward and within 30 months from date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above the charter will lapse,

The committee that met Judge Clark were W. C. Edwards M. P. Sheriff Hagar C. G. O'Brien, E. A. Johnson, L'Original; Warden Hurtebise, Mr. Proulx, M. P. Prescott; and Senator Clemow, Ottawa.

The conference was held in a committee room in the Senate. The local men asked that \$100,000 be spent the present year, and another \$100,000 next year.

THAT OR FIGHT.

Judge Clark said that in the present depressed state of the money market it would be impossible for the C.P.R. to spend a cent that year, and if the committee insisted on it the company would fight the point out in the railway committee. He then made the offer as stated above and which after some discussion was accepted.

It was arranged to incorporate the agreement arrived at in the bill to extend the time of completing the road, which is now before the House, and thus amended the bill be allowed to go through unopposed.

The present arrangement means that the company to spend \$100,000 within eighteen months must start work within something over a year from now or sometime next summer

Montreal and Ottawa Railway

Mr. J. Seabury O'Dwyer, engineer in charge of the Montreal and Ottawa R.R., is at present on "The Hill." He is taking a look over the surveys already made, with a view of locating the route to be taken. Following interesting item is taken from the Ottawa Evening Journal, of Wednesday of this week.

The kick of the Eastern Counties men, against the five year delay asked by the C.P.R., in completing the Montreal and Ottawa Railroad has resulted in good. James Clarke, solicitor of the C.P.R., came to an agreement with a committee from the interested districts.

Within 13 months from this date, the company is to spend \$100,000 on the road from Point Fortune westward, and within 30 months from the date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above. The charter will lapse.

More

02/05/1894 *Ottawa Free Press* *Montreal and Ottawa*

Surveyors have begun work on the projected Montreal and Ottawa railway. The staff commenced at Caledonia Springs and are working towards Pointe Fortune.

19/07/1894 *Ottawa Journal* *Montreal and Ottawa*

When the re-vote for the Montreal and Ottawa railway went through, Mr. Haggart said he believed the construction of the road was to be prosecuted with a good deal of vigour next year.

28/09/1894 *Eastern Ontario Review* *Montreal and Ottawa*

Ottawa and Montreal Railway.

Mr. Evanturel had an interview with CPR officials on Wednesday on the necessity of commencing work immediately on the Ottawa and Montreal Railway to secure the provincial appropriation. The CPR authorities still contend for delay, urging as a reason the depression in trade and the decrease of receipts &c. M. Evanturel has fought manfully the battle of the central counties in holding the CPR to the terms of the appropriation. The matter stands over for 10 days, when Mr. Evanturel will receive the final decision of the CPR and on which he will basis recommendation to the provincial government.

06/10/1894 *Eastern Ontario Review* *Montreal and Ottawa*

In view of the late interview of Mr. Evanturel with the CPR authorities, and the evident intention not to begin building operations this year; it is now for the United Counties to be after themselves and take some definite action towards securing the provincial appropriation, and having the road built by some other company. The people of these counties have been played and trifled with far too long. Let them now assert themselves and demand a yes or nay from the CPR. This continual suspense as to whether they will build or not should be ended. And the company if they do not intend to build the road, should be honest and straightforward and say so. The people of the United Counties have lost faith in the mere lip honor of the company; and therefore if they mean to build the railway in the near future, let them bond themselves to the counters and the Provincial Government to begin operations at a set time to be agreed upon by all parties immediately concerned. Failing in this let the Counties proceed to secure other parties to build the road. They have decided that the road is a necessity and ought to be built. The government's have recognized the same amade appropriations accordingly. The people of the United Counties owe it to themselves not to be thwarted by the CPR Co; but ask for the appropriation and secure a responsible contractor to proceed with the road. Such a contractor it is understood is prepared to go on with the construction of the road. If it is not in the interests of the CPR Co. to build the road, then let them stand aside and clear the way for some other company to build it. The United Counties want the road. Government Ontario has recognized their claim to aid, and no mere game of bluff should deter the people from giving utterances to their claims and demands.

12/10/1894 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

From a communication in another column it appears that our hopes of a railway this fall are doomed to disappointment. Neither the C.P.R. nor the C.A.R. seem inclined o take hold of it just now, whatever the reason. The fact remains, though, that we want a road that will give us direct communication East and West. We want a competing road and we are bound to have it sooner or later,

Full article on page 2.

16/11/1894 *Eastern Ontario Review* *Montreal and Ottawa*

Series of letters between Evanturel and Shaughnessy about timing of the construction of the Montreal to Ottawa line.

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Mr. Eventurel on Tuesday went down to Montreal to consult with Mr. Shaughnessy in response to above Telegram and returned Wednesday. We understand he has been successful in bringing the CPR Co. to his terms and that they will bind themselves in a new agreement to construct the road not later than next summer as far as Alfred, the Clause giving them power to extend time to be canceled. Also that Mr. Eventurel has moreover obtained from them the promise of the expenditure of \$50,000 over and above the \$100,000 as per the Dominion Government's agreement with them, on construction westward from Alfred during the year 1896. This is a new concession not to be found in the present Toronto agreement, and to which the company yielded at our members earnest request. It is expected that the question of right-of-way will be dealt with early this winter.

30/11/1894 *Eastern Ontario Review* *Montreal and Ottawa*

The M & O Railway.

On the 28th inst., Mr. Evanturel MPP, forwarded to the Ontario Government the new agreement signed by Mr. T.G. Shaughnessy, on behalf of the CPR Co. under which an extension of time will be granted the company for the construction of the M & O Railway. The substance of the agreement is, that the CPR Co will bind themselves to construct and operate the road as far west as Alfred village during 1895, that they will expend \$50,000 on construction westward from Alfred, in addition to the \$100,000 which they have in the Dominion Government's agreement bound themselves to expend during the year 1896; no further extension of time shall be granted them; and that this road shall be completed at as early date as practicable.

Mr. Evanturel in transmitting the papers, drew Mr. Mowat's attention to the importance of the clause regarding extension of time, and requested that he give it his personal attention, so that there might be no legal loophole whereby the Company could evade their obligation if they so desired.

07/12/1894 *Eastern Ontario Review* *Montreal and Ottawa*

The M & O Railway Co. has deposited with the Registrar of deeds for the County of Prescott, a map, showing the location of the line from Point Fortune to Vankleek Hill, and the lands which will be required for the road, work, &.

On page 7 there is a copy of the draft agreement.

08/02/1895 *Eastern Ontario Review* *Montreal and Ottawa*

Montreal and Ottawa Railway

It is learned that the Canadian Pacific Railway Company is about to make another move in connection with the completion of the proposed line between the capital and the Canadian metropolis known as the Montreal and Ottawa Railway. The engineers who have been engaged for some months on the building of the CPR at Mattawa will, it is said, be shortly withdrawn from that line to complete the survey for the unfinished portion of the Montreal and Ottawa railroad west of Point Fortune. The idea is to make all preparations for the pushing of construction work as soon as the snow has left the ground next spring. If the CPR open up this long delayed branch, the North Shore line to Montreal will probably be abandoned, as the lease under which the road is now held has already expired. Since construction work on the Mattawa branch is completed for the year, the engineers should be in a position to begin their survey within a couple of weeks.

Ottawa Free Press

31/05/1895 Eastern Ontario Review Montreal and Ottawa

Mr. Alfred Evanturel MPP, was in town on Thursday, and in course of conversation informed us that he will soon call a meeting of the residents of the county, for the purpose of discussing the evident bad faith of the CPR, in not keeping the verbal agreement with him in regard to beginning construction work on the M & O Ry this spring. Mr. Evanturel has been at a great personal expense, and persistent in his efforts to secure for the county better railway facilities, for which the residents are under great obligations to him. The present condition of affairs would lead one to believe the CPR will, this year, follow their tactics of last, and the road will be no near completion when snow comes than it is a present.

05/06/1895 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

The O. & G.V. Ry. Co. are sending out letters to M.P.s asking assistance in getting a grant for the construction of the Interprovincial Bridge. More.

12/07/1895 Eastern Ontario Review Montreal and Ottawa

The railway question.

Rumor has it that the attention of the Ontario government has been called to the fact that midsummer has come and that again nothing whatever has been done towards the construction of the M & O Railway. The people of Prescott are informed that it is the intention of the CPR to bring pressure to bear on the Dominion and Ontario governments to further extend the time, in order to prevent other Co's. from stepping in for the relief of the people of our county. We understand strong pressure is now being made from this county at Toronto to prevent in advance any such action having weight, but pointing to the fact that the Ontario government has been defeated in all their aims by the CPR from year to year, and the agreements made for our benefit systemically overlooked, there is ground for concern. We are also told that the people of this county and now opening negotiations elsewhere, and will ask that the subsidy be handed over, at the end of December, to another concern, with a view to have at last railway facilities which the CPR have for so many years deprived us of. It is said that an effort has been successful to induce a private Co, to build from Hawkesbury branch to that of Rockland, and parties are quietly ascertaining the cost of right of way and securing the same.

01/11/1895 Eastern Ontario Review Montreal and Ottawa

The M & O Railway.

A deputation of Canadian Pacific officials interviewed the Ontario government on Tuesday and asked for an extension of time in which to complete this line. The deputation urge that it had been found impossible to complete the road in the time arranged for in the original contract. The government promised to consider the request. This is the result generally expected, the CPR will not construct the road this year, whether they will ever do so is a question we are not in a position to answer just now. If they have any intention of constructing it, they will do so when it suits their convenience and interests. They have conclusively shown how lightly they regard the interest of the residents of the section through which it is proposed to build the road, and also how little weight either the Provincial or Federal government has with them when the interests conflict.

15/11/1895 Eastern Ontario Review Montreal and Ottawa

The M & O Railway.

Thursday the 14th inst., was the day appointed by the Ontario government to consider the CPR's application for an extension of time for the construction of the M & O Railway. We were informed some of the high officials of the CPR would be in Toronto to present their case and also parties interested in the Central Counties Railway would appear, to oppose the granting of any further extension. Mr. Evanturel representing the interests of the sections through which the proposed M. & O. Railway will pass was also to be on hand, and we feel confident Prescott county's interests were faithfully guarded by him. As previously stated in these columns, the request for an extension of time was not unexpected, chiefly for the reason that the financial condition of the company was not such as to warrant any outlay for the building of branch lines. They now promise faithfully to construct a line next year, claiming it will cost them less to gain an entrance to the Union Station, Ottawa to be erected soon, by doing so than by crossing the city. If the CPR is acting in good faith, which we have no reason to doubt, they should not hesitate to furnish a bond, for the fulfillment of that part of the contract, and the Ontario government in requiring them to do so, would be simply guarding our interests. If we are to have another road we want a competing line, and hence would prefer having the CPR build, we cannot see how the construction of another Branch by the C.C.R. company would materially benefit us.

22/11/1895 Eastern Ontario Review Montreal and Ottawa

Why the Montreal and Ottawa Railway was unfinished.

Messrs. Edwards and Robillard favor the Counties Road.

Toronto November 15. The deputation that waited upon the provincial government yesterday, with reference to an application which has been filed by the CPR company for an extension of the time in which to complete two sections of the Montreal and Ottawa Railway, running through the counties of Prescott and Russell, was composed of

Full detail omitted

I presenting the matter to the ministers, Judge Clark explained the position of the case. A subsidy of \$100,000 towards the construction of fifty miles of the Vaudreuil and Ottawa Ry., or as it is now known the Montreal and Ottawa Railway had been granted in 1892 but the following year time restrictions were widened, compelling the completion of the road this year. In default of this being done, the subsidy was to be transferred to the Central Counties railway, which proposes to run through a section of the same country. Owing to the financial stringency which occurred soon after this change was made and the unfavorable conditions of the market, the CPR Co., had not considered it would be good management to borrow the \$750,000 and complete the road. A letter from Mr Alex Robillardt of Russell was read, in which he protested vigorously against the extension being granted.

Mr. Lewis solicitor of the Central Counties Railway, Mr. Hibbard and Mr. Edwards, MP., also spoke strongly against it, and Mr. Evanturel favored the request of the CPR after which Judge Clark briefly spoke and the premier promised that the representations of the various speakers should receive the full consideration and an early decision be arrived at.

27/03/1896 Eastern Ontario Review Montreal and Ottawa

The Ottawa Free Press says: When the act to extend the time for the construction of the Montreal and Ottawa railway came up for a third reading, Senator Clemow opposed the petition and wished to see the time limit for the building of the road shortened. He thought that the time was altogether too long for building about sixty miles of road. He offered an amendment embodying these suggestions, but did not press the same, as it had already been overruled in committee. What he aimed at was to make public the views which he held on the subject and to define clearly his position. If the provisions of the bill ?? attended to by the next session he would then take steps to see that the people who were so much interested in the line, were no longer balked in their plans by failure to carry out the agreement. If the present company was not by that time hard at work it would be fair that their charter should be taken from them and given over to some other men, who would be prepared to go on at once.

Senator Clemow's amendment was defeated on a division, and the bill was read a third time,

15/06/1896 Ottawa Journal Montreal and Ottawa

Vankleek Hill Review. Two parties of CPR surveyors are at work on the line of the M. & O. railway making the final location. One party is working from Rigaud and the other started from here this Friday morning and will work east to meet them. Mr. H.D. Lumsden chief of construction for the C.P.R. states that construction work will not begin until the latter part of July. The road will probably start from Rigaud and as nearly as possible follow an air line to this village and on to Alfred.

03/07/1896 Eastern Ontario Review Montreal and Ottawa

Mr. Roy, engineer for the C.P.R. informs us that he expects the surveyors who are making a final location for the M. & O. Railway, to complete the survey to Alfred this week. The plans will then be finished and submitted to the C.P.R. authorities, when a selection of one of the different lines will be made. Construction will no doubt begin sometime this month. We understand the residents of Hawkesbury and L'Orignal are prepared to put up a handsome bonus to have the road pass through their towns.

17/07/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Everything is railway in this town nowadays. C.P.R. officials and engineers create no end of excitement, and the presence of contractors gives a certain amount of stability to the excitement. The right of way is gradually being acquired, the fact that the C.P.R. is offering the farmers excellent terms, much better than the C.C.R. did, which added to the liberal spirit displayed by the farmers through whose property the road will pass, augurs well for the acquisition of the entire right of way without recourse to expensive and unsatisfactory arbitration. The farmers, who alone will benefit by the new line, are viewing the matter in the proper light and are meeting the Company on an equitable basis. This is much better than to extort an unreasonable price for their land, and will be to their lasting benefit as the Company will be only more willing to accede to their wishes when some favor is asked of them

22/07/1896 Ottawa Journal Montreal and Ottawa Plantagenet

The surveyors have struck Plantagenet, and it is only fair play to Plantagenet to say that the boys have been most favorably impressed with the natural advantages of this village. "The first place where we could get even decent drinking water." "The first 'dip' we have had this summer"; "Of course we "tubbed" it at other places but here there is water 30 feet deep." "Scenery, well Caledonia Springs hotel won't be in it as a summer resort when a summer resort is started at Plantagenet, mineral springs." etc.

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The surveyors mentioned are a portion of the staff of the C.P.R. that is locating the Montreal and Ottawa Railway between Rigaud and Ottawa. Mr. Bolton, the chief in charge, sphinx like, refuses to discuss any of the company's plans, and so far there is much speculation as to the point where the line will cross the South Nation river. Residents of this village view with some misapprehension the close interviews that a well known agent for a very powerful loan company, has with the chief. They fear that this will influence the road to run further south of the village than the nature of the route necessitates. However, residents have the satisfaction of knowing that they cannot cross the river at a point further from the village than one mile. Up to this point the bed of the river is solid limestone rock, above this there is no telling where solid bottom might be found.

24/07/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The M. & O. Railway - Construction work on the Montreal and Ottawa Railway will begin on Monday from Rigaud. The work will be done by the c.P.R. under the immediate supervision of Mr. H. D. Lumsden, chief of construction and as there are no serious engineering difficulties in the way that portion of the road between Rigaud and Alfred will soon be completed. A staff of engineers have been engaged during the past few days in running a new line north of this village in endeavoring to bring the road nearer to the village. We hope they will find the new line practicable as it will be of mutual benefit.

30/07/1896 Ottawa Journal Montreal and Ottawa Plantagenet

The surveyors, after doing us proud, silently stole back to the eastern side of Vankleek Hill, where they were ordered to do some rearranging of the line. Many of the older settlers who can remember when Mr. Kingsford ran this line in the winter of 1853-54 are asking if this is the same old railroad that has been agitated so long and so often, and so far, resulted only in disappointment. But our staunch grits of this neighbourhood assure us that since the change of government the M. & O. railway is a sure thing. Probably one of the saddest sights in life in this new country is to see settlers taking up land on the line of a railway survey, and wait for half a century without realizing their hopes. --

31/07/1896 Eastern Ontario Review Montreal and Ottawa

The Montreal & Ottawa Railway

Seven gangs of men are at work on the M. & O. Railway between Vankleek Hill and Rigaud; five between Rigaud and St. Eugene and two between St. Eugene and the HILL. There is already a large number of men employed and as soon as the work gets fully under way the company will largely increase the number of hands. It is expected that the road bed will be ready and track laying commenced about the first of September. As the work is being done by the company, who are hiring all the local men who offer, the benefits to the county will be greater than if the work was done by contractors.

15/08/1896 Ottawa Citizen Montreal and Ottawa Vankleek Hill

A large staff of men started at work yesterday near Vankleek Hill on the construction of the Montreal, Vaudreuil and Ottawa Railway. It is expected the road will be finished to the Hill in five weeks and to Caledonia Springs in October.

15/08/1896 Ottawa Journal Montreal and Ottawa Vankleek Hill

At Vankleek Hill, a gang of men were put to work yesterday on the construction of the Montreal, Vaudreuil and Ottawa Railway. The line is expected to be completed to Caledonia in October.

27/08/1896 Ottawa Journal Montreal and Ottawa Cumberland

The latest gossip in the village is about the C.P.R. Officials of the road visited here today to see what the prospects are for freights for the projected Montreal and Ottawa South Shore Road. They also looked around for the site of a station. The preference of the officials made the villagers feel jubilant, as there would now seem to be hope of the road going ahead.

29/08/1896 Ottawa Free Press Montreal and Ottawa Vankleek Hill

A large staff of men are employed in the vicinity of Vankleek Hill in the construction of the Montreal, Vaudreuil and Ottawa railway. It is expected that the road will be finished to Vankleek Hill in two or three weeks, and to Caledonia Springs in October.

11/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The Montreal and Ottawa Railway Company settled for the right of way Wednesday afternoon, with about sixty residents of East Hawkesbury through whose property the road passes, and in consequence the office of the company's solicitor here, Mr. F.W. Thistlethwaite presented a very busy appearance.

14/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

M. & O. Railway

Everything in connection with the construction of the roadbed of the above railway is being pushed forward with commendable speed. The railway authorities have shown a liberal spirit in purchasing the right of way, and the farmers have been equally liberal in granting their lands for the construction of the road. This road when completed will afford the farmers great facilities for reaching the centre of trade and disposing of the products of their farm to the best advantage.

18/09/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The M. & O. track laying began at Rigaud last week and is being pushed forward as fast as possible and the time ere we will have a competing and more direct line to Montreal can be summed up in days. By the time this issue reaches our readers the rails will have been laid as far as this village.

18/09/1896 Ottawa Citizen Montreal and Ottawa Caledonia Springs

Work has commenced on the construction of the new station at Caledonia for the Ottawa, Vaudreuil and Montreal Railway. It is expected that the railway will be completed and trains running from Caledonia to Montreal in December.

26/09/1896 Ottawa Free Press Montreal and Ottawa

Thirty thousand railway ties intended for the Montreal and Ottawa railway were shipped down the Ottawa yesterday by the Monargue. They were taken out at Hudson by Mr. Jos. Phillon of Moose Creek.

26/09/1896 Ottawa Citizen Montreal and Ottawa Rigaud

The tug Monarque left yesterday with some 30,000 railroad ties, culled by Mr. Joe Phillon on Moose Creek, and intended for the Montreal and Ottawa Railway at Rigaud, a branch of the C.P.R. The ties were taken out at Hudson, Que., and are a fine lot.

08/10/1896 Ottawa Journal Montreal and Ottawa Vankleek Hill

The grading of the M. & O. Railway is nearly completed between here and Rigaud and the construction trains are running to within six miles of this place.

10/10/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Wet weather has retarded work on the M. & O. railway but with a few fine days tracklaying will be completed to this point and the toot of the locomotive of a competing line will gladden the hearts of our citizens.

The right of way claims through the township of West Hawkesbury are being paid today at the office of the company's solicitor, here, Mr. F. W. Thistlethwaite. Mr. Henneker, of Montreal, the C.P.R. Co's solicitor arrived in town Thursday to assist.

16/10/1896 Eastern Ontario Review Montreal and Ottawa Rigaud

The first fatal accident on the line of the Montreal and Ottawa Railway occurred on Tuesday evening of last week near Rigaud. The construction train was returning to Rigaud after the day's work and slowed up to allow two or three men who boarded a short distance out of the village to get off. Gerome Larochelle, a laborer who has only been out from France a few months, was the victim. It seems that when he jumped his coat caught on a projection on the car and jerked him backwards and falling across the rail the cars passed over him completely severing the head and one arm from the body. Coroner McMahon held an inquest on Friday evening and a verdict was given of accidental death, in accordance with the evidence.

17/10/1896 Ottawa Citizen Montreal and Ottawa Vankleek Hill

The grading on the Montreal, Vaudreuil and Ottawa Railway between Rigaud and Vankleek Hill is almost complete. Construction trains are running to within six miles of Vankleek Hill.

27/10/1896 Ottawa Citizen Montreal and Ottawa Caledonia Springs

A gentleman who arrived yesterday from Caledonia Springs, stated that the C.P.R. authorities expected to have trains running to the Springs on their Vaudreuil branch by the middle of November.

27/10/1896 Ottawa Journal Montreal and Ottawa

The C.P.R. expect to have trains running over the Vaudreuil branch to Caledonia Springs by the middle of November.

13/11/1896 Eastern Ontario Review Montreal and Ottawa St. Eugene

St. Eugene

Mr. Zotique Sansregret, formerly agent of At. Cezaire station in the county of Rouville, is now agent of the station here, and will have his lodging here in said station on or about the first day of December next.

19/11/1896 Ottawa Journal Montreal and Ottawa Vankleek Hill

The ballasting cars of the M. & O. railway are running to here now, the work of ballasting having been done this far.

20/11/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Mr. Thos. Tait, assistant general manager of the C.P.R. was in town on business connected with the M. & O. He came over the new line from Rigaud in his private car.

25/11/1896 Ottawa Journal Montreal and Ottawa Vankleek Hill

Trains will be running over the Montreal and Ottawa railway, the new branch of the C.P.R. to Vankleek Hill within a few days. -- It is expected the line will be finished to Alfred within the next fortnight.--

27/11/1896 Ottawa Journal Montreal and Ottawa Plantagenet

The Montreal and Ottawa Railway appears to be hung up for this season at a point some three or four miles east of the pitch off. As they are at work building a turntable some of our pessimists are prophesying that there will be no further progress westward for the next three years. However, the air is full of railway rumors. One man who apparently knows it all will tell that the Great Northern will be built from Ottawa to L'Original next summer and will pass to the north of our village. Another equally well posted says that the G.T.R. will also build an air line from Ottawa to Montreal and has surveyors out locating the most favorable line. One thing appears to be certain and that is that the M. and O. Railway Company seem determined to make no mistake about selecting the most favorable place to cross the South Nation River in this vicinity. As pretty near all this section between Ottawa and Vankleek Hill along the Ottawa river knows there are engineering difficulties to contend with at Plantagenet.

Two lines have already been surveyed through here and the knowing ones say that neither of them will be followed. One of them is known by the name of the Kingsford Survey, and was made more than forty years ago. The other is known as the Roy and Shanly route, and was run less than ten years ago, that is since the country has been cleared to a great extent of the forest. Now we are told the intention is to appropriate the Kingsford line till within a short distance east of the pitch off then turn in a northerly direction and cross the river where the rapids terminate in the Little Eddy, and thence approximate to the line known as the Roy and Shanly. This would have the advantage of passing through the township of North Plantagenet practically without either grades or cuttings. The danger from an ice dam in the spring would also be minimized to a great extent.

However, the all important matter is that the road shall go through to Ottawa City at an early date. We are practically hemmed in now until the ice takes so we can drive to the station at Papineauville, a distance of six miles. Rockland, the nearest station that we can reach driving over land is about eighteen miles distant. Of course the M. & O. station at Alfred will possibly be not more than five or six miles distant but it will be a rather one side arrangement for some time to come.

04/12/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

A railroad navvie named Silkivan had his face terribly cut and pounded in a free-for-all fight which took place Tuesday afternoon. He is the same man who was sent down to L'Original jail a short time ago by the police magistrate but his sojourn there does not appear to have done him any good.

04/12/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The distance from Vankleek Hill to Montreal by the Montreal and Ottawa Railway is exactly fifty-seven and three quarter miles the official measurements having been finished Wednesday evening. The distance by the Canada Atlantic, as given in their timetable, is a trifle less than sixty seven, or about nine miles longer than by the Montreal and Ottawa.

11/12/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The go and it is expected that passenger trains will be running in a few daysvernment inspection of the Montreal and Ottawa Ry. Took place Tuesday (8/12)

18/12/1896 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The Montreal and Ottawa Railway will be wide open for passenger an freight (sic) traffic on Monday December 21st and by consulting the time table, in another column, it will be seen that an excellent service will be given. There will be two trains each way daily except Sunday. The morning train leaves here at half past six and arrives into Montreal a quarter of nine. The afternoon train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight, giving a full day from nine o'clock in the morning to half past five in the evening in the city. This will be greatly appreciated by our merchants and travellers. The afternoon train leaves here at five minute past three reaching Montreal at twenty minutes past seven. The morning train leaves Montreal at a quarter of nine arriving here at twenty minutes past twelve. The evening train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight. Consult the timetable in another column for full information regarding arrival and departure of trains from other stations on the line.

The timetable shows stations at St. Eugene, Vankleek Hill, Caledonia Springs and Alfred

19/12/1896 Ottawa Citizen Montreal and Ottawa Vankleek Hill

The Montreal, Ottawa and Vaudreuil is to commence running on Monday over the completed portion of the line between Montreal and Vankleek Hill. An application has been granted by the Railway Committee of the Privy Council allowing the M., O. and V. railway to cross the C.A.R. near Vankleek Hill.

04/01/1897 Ottawa Journal Montreal and Ottawa Plantagenet

The M. and O. Railway engineers and staff pulled up their stakes on Vankleek Hill and moved to our village, where we hope to have them until the South Nation river is bridged. At present they are examining points along the river bank and doing work known only to the initiated. More.

08/01/1897 Ottawa Journal Montreal and Ottawa Vankleek Hill

New Year's Day a large number availed themselves of the opportunity of having a ride over the M. and O. railway. The excursionists bought tickets for different places along the line. Most of them, however, stopped off at Rigaud to see the church, college and convent and to visit the mountain where there is a shrine.

08/01/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Timekeepers Weldon and Frasey of the M. & O. Ry. were here Wednesday paying employes and board bill accounts. During the day they paid out over \$1000. They left on the 7.50 train for Alfred to pay there.

Mr. Hugh D. Lumsden, C.E. superintendent of construction of the M. & O. Ry. was here during the past week winding up the business in this section connected with that road, but left on Wednesday afternoon for Alfred, the western terminus, to superintend the extension westward, work on which will be actively prosecuted as weather permits.

Passengers via M. & O. Ry. to and from points east and west of Vaudreuil are transferred from the company's station to this village free of charge. Mr. "Gusty" Brunet is running the transfer 'bus. Passengers to local points are charged merely a nominal fare, and can depend on the 'bus calling for them in time when orders to do so are given before the train times.

09/01/1897 Ottawa Journal Montreal and Ottawa Plantagenet

Any one driving from Vankleek Hill to Caledonia Springs can scarcely fail to notice a level tract of country to the west as far as the horizon. Apparently this caught the eye of the chief of the surveying staff of the M. & O. Ry. The road was completed as far as Alfred station and then a start was made. This resulted in the discovery that to proceed over this level tract of country to Ottawa city meant the crossing of a valley about two miles in width, that annually, sometimes oftener, is flooded to the depth of several feet. However, the discoverer has not yet admitted that this is an impossible obstacle. Should this be settled upon, Plantagenet village will be left about two miles to the north of any possible location for a station. However, the "pull" that succeeded in directing the line from the river front to Vankleek Hill and was the means of securing a bonus from the Ontario government of \$2,000 per mile for the road, still exists, and is in robust condition.

Residents of this village who are well acquainted with the surrounding country, regard the grading or trestling of this bog as a huge joke, but they must not forget that great strides have been made in matters of this kind, and also that the first road built by Stephenson just about "swamped" those interested in it before he got his first morass filled in. However, this is not likely to go by default and the M. and O. Company may expect to have a show cause if they decide to sidetrack the village of Plantagenet.

There are others who have never been friendly to the C.P.R who are rejoicing that a good opening is being left for the Great Northern Railway that is now being projected to run from Ottawa city and cross the Ottawa river at Hawkesbury village.

The M. and O. are approximately taking a line eight miles south of the Ottawa river, by their third route; this will leave room for the Great Northern to capture the villages of St. Joseph, Cumberland, Rockland, Clarence Creek, Plantagenet, L'Orignal and Hawkesbury which have been left out in the cold.

15/01/1897 Eastern Ontario Review Montreal and Ottawa

The C.P.R. Short Line

The Ottawa correspondent of the Montreal Gazette says - "The certainty of the completion of the Canadian Pacific Railway's short line between Ottawa and Montreal by the first July next has caused a lot of speculation here as to the point at which the line from the east will enter the city. The C.P.R. has the right to enter along the Rideau Canal bank to the depot of the Canada Atlantic at Sappers Bridge: but it is said that the privilege will not be taken advantage of and that the Company will establish a central depot of its own. The Free Press tonight locates this depot to the north end of Bank street that is at the base of the cliff on which the Supreme Court building stands. There is a large flat rock there, which is covered at high water in the Ottawa which is about three acres in extent and which could be reached by trestle work from both the present depot of the company at the Chaudiere and Sussex street, the old depot of the St. Lawrence & Ottawa Ry. The objection of this would be the grade from Sussex street down to the level of the Ottawa river at the foot of Bank street would be rather steep. If this site is selected the station would likely be that at Dalhousie street with its entrance on the level of Bank street and the trains running in below along the face of Parliament hill. This plan was spoken of several years ago, when a short tunnel through a portion of the cliff was proposed"

18/01/1897 Ottawa Journal Montreal and Ottawa Hammond

The new C.P.R. line is just being run here and we are given to understand that it will run quite close to this place.

22/01/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The C.P.R. has made a contract with Mr. G. Brunet to continue the transfer service between the village and the C.P.R. depot for the next year/ons of the railway will find him always reliable and will be sure of making trains on time.

05/02/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Mr. P.S. Paquette has assumed control and the management of the C.P.R. transfer 'bus in place of Mr. D. Brunet who had it for the past two months. Passengers for the C.P.R. will be called for in any part of the village. Notice to call left at Mr. Paquette's office will be attended without fail

20/03/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The Montreal and Ottawa Ry.

The Montreal papers the "Star" and the "Witness", state that work on the Montreal and Ottawa railway will be resumed at the earliest possible date and the road through to Ottawa pushed to completion without delay. This will be good news to the residents of the county of Russell and the western part of Prescott as rumors were current to the fact that the road would not be completed during their coming summer.

23/04/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Work on the construction of the Montreal & Ottawa Ry. westward from the present terminus is to be commenced at once. Mr. W.L. McKenzie, of the construction staff was in town last Friday and Saturday making arrangements for supplies etc.

08/05/1897 Ottawa Free Press Montreal and Ottawa

Montreal. Mr. D.R. McTavish, city solicitor of Ottawa is in town (Montreal) upon business with the Canadian Pacific. It is stated that his business is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of country. Through trains are expected to be running over the route by September.

14/05/1897 Eastern Ontario Review Montreal and Ottawa

By the C.P.R. timetable just issued we notice two new stations have been added to this branch. Rutherford - between Vankleek Hill and St. Eugene and McAlpine - between Vankleek Hill and Caledonia Springs.

14/05/1897 Eastern Ontario Review Montreal and Ottawa St. Eugene

The C.P.R. station agent at St. Eugene was besieged in the station house by a gang of tramps last Saturday but successfully beat them off.

14/05/1897 Eastern Ontario Review Montreal and Ottawa Ottawa

The completion of the M. & O. Ry. From its present terminus, Alfred, to Ottawa will be hailed with delight by the residents of this section of the county of Russell through which the line will pass, as well as a great number of the residents of Prescott. Regarding it the Ottawa Free Press had the following despatch from Montreal:-

"Montreal, May 8 - Mr. D.B. MacTavish city solicitor of Ottawa, is in town upon business with the Canadian Pacific. It is stated that his visit is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal, now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of the country. Through trains are expected to be running over the new route in September."

14/05/1897 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

C.P.R. Change of Time - Trains on the C.P.R. now leave Vankleek Hill for Montreal at 7.20 in the morning and 4.35 in the afternoon. Returning they arrive here at 12.05 noon and 8.30 in the evening.

18/05/1897 Ottawa Journal Montreal and Ottawa

The Montreal and Ottawa Railway have filed the plan and profile of their proposed entrance to the city with the registrar of Carleton county.

From the plan it is seen that the road the C.P.R. intend to have completed by next fall will touch the C.A.R. about two miles from the city and will enter the Central station over the C.A.R. tracks. The two companies are now negotiating terms upon which the C.P.R. may have running privileges over the C.A.R. tracks. The C.P.R. also desire to run over the C.A.R. to the western part of the city/ If they cannot arrange suitable terms with the C.A.R. the C.P.R. will build tracks of their own.

16/06/1897 Ottawa Journal Montreal and Ottawa Plantagenet

The work on the Montreal and Ottawa railway continues. The wet weather that we have had all along interferes very much with its progress. But, as it is, the grading from Alfred station to the Nation river will soon be completed.

So far it is a close secret whether the road will be build past Plantagenet station this summer or not. Nothing definite can be ascertained from those who are supposed to be in the know.

02/07/1897 Eastern Ontario Review Montreal and Ottawa McAlpine's

Attempted Train Wrecking - On June 12th a tie was placed on the C.P.R. track near McAlpine's by some scoundrel with the evident intention of wrecking the night train from Montreal. The engine picked up the tie and carried it to Jonathan Cross before the engineer detected there was anything wrong, where he stopped the train and on examination found the tie between the cowcatcher and the wheels. It was nothing less than providential that the train was not derailed. C.P.R. detective Ross was put on the case and on Saturday 19th, under instructions from him, constable Roberts of this place arrested a man who has been going under the assumed name of Jamieson, at Mr. Chandlers, Caledonia township. The preliminary examination took place before a magistrate at L'Orignal on Tuesday last and was committed for trial at the next assizes. In the evidence produced by detective Ross it was shown that his real name was Dean and his character in other respects was not of the best. A photograph of his brother who is serving a term in States prison was also produced in evidence. This is the first at train wrecking on this line and it is to be hoped that the guilty party or parties will receive the punishment the offence merits.

02/07/1897 Eastern Ontario Review Montreal and Ottawa

C.P.R. Change of Time. The afternoon train on the Canadian Pacific going east now leaves here at 3.35 and arrives in Montreal at 6.50. It leaves Alfred at 2.30, Caledonia Springs 3.00, McAlpine's 3.15, Vankleek Hill 3.35, Rutherford 3.49, St. Eugene 4.10

03/07/1897 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

In connection with the Nepean Point bridge project, it is stated in a reliable quarter that arrangements are being furthered by Mr. H.J. Beemer for commencing work. The parties whose land in Hull will have to be expropriated are being seen and the right of way for the Pontiac and Pacific Junction Railway from Aylmer down to Hull is being fixed upon. The financing of the undertaking, which has all along been the difficult part of the scheme, is progressing favorably. Mr. Beemer has been in New York and other centres for the past week, and it is stated that satisfactory arrangements have been concluded. He is expected to arrive in Ottawa this evening, and it is probable that next week will see the starting of this very important enterprise.

23/07/1897 Eastern Ontario Review Montreal and Ottawa

Mr. Frank Cordask, with his colony of Italians, left on Tuesday for Plantagenet, where work on the western part of the M. & O. will start this week.

29/07/1897 Ottawa Citizen Montreal and Ottawa

The Montreal, Ottawa and Vaudreuil railway has been completed to a point a few miles this side of Plantagenet and the line is now located to within nine miles of the city. Negotiations are now going on, it is understood, to utilize the C.A.R. tracks over the remaining nine miles for the purpose of conveniently entering the Central station. If the negotiations are not successful, then the company will, in all probability, enter via the old St. Lawrence station crossing over to its property opposite the basilica.

From a prominent official of the C.P.R. it was learned yesterday that the road would be completed to Ottawa this fall, under any circumstances. The intention, he said, was to make the regular run between Ottawa and Montreal, 111 miles, in two hours and a half.

29/07/1897 Ottawa Journal Montreal and Ottawa

The Montreal, Ottawa and Vaudreuil Railway is expected to enter Ottawa some time this fall. The line is now located to within 9 miles of the city, and the company is endeavoring to arrange to run this nine miles over the C.A.R. If the two lines fail to come to an agreement, the Montreal and Ottawa line may possibly come into the city over the old St. Lawrence and Ottawa line coming in at the old St. Lawrence station, and over to their property directly opposite the Basilica.

The intention is to make the run of 111 miles between Ottawa and Montreal in 2 hours and a half.

30/07/1897 Eastern Ontario Review Montreal and Ottawa

Jamieson, the man accused of attempting to wreck a C.P.R. train near McAlpine's Corners, has been acquitted by His Honor Judge O'Brian. Jamieson admitted having seen the obstruction but denied having placed it there.

30/07/1897 Eastern Ontario Review Montreal and Ottawa

A pilgrimage under the direction of Monsignor J.O. Routhier, V.G. from points on the Montreal and Ottawa Ry. to St. Anne de Beaupre on Thursday August 10th. The fare for round trip will be from Alfred and points to Vankleek Hill, \$3.50, and from St. Eugene \$3.25, children \$1.75. Passengers will take the regular morning train to Montreal where they will transfer to a special. Tickets good returning up to the 24th August.

20/08/1897 Eastern Ontario Review Montreal and Ottawa Ottawa

The Canadian Pacific railway is reported to be making arrangements for the erection of a station in the centre of the city of Ottawa.

20/08/1897 Ottawa Citizen Montreal and Ottawa Plantagenet

A correspondent in Plantagenet writes "The rails on the new Montreal and Ottawa line are laid up to the new station at the pitch off but until the completion of the bridge over the Nation river regular trains are not expected to run. The distance from Alfred to Plantagenet station is about four miles and the question now agitating the minds of the people is this If it has taken until the middle of August to partially build this length such a short distance, how long will it take to reach the city of Ottawa about 35 miles further west, if construction is carried on in this leisurely manner.

15/09/1897 Ottawa Journal Montreal and Ottawa

Plans have been filed by the C.P.R. at the registry office of the county of Carleton. It is learned that the profiles show their line to run into Central station on the east side of the present C.A.R. tracks.

A Journal reporter today was unable to learn definitely that any of the other properties on Besserer street had been paid for. One gentleman assured the reporter that he expected his money in a few days.

Mr. Bigger, C.E. is busy today surveying on Little Sussex and Besserer streets and also around the canal basin. On being asked for whom he was doing the work he replied that the survey was being made for the government.

01/10/1897 Eastern Ontario Review Montreal and Ottawa

The solicitors for the C.P.R. Messrs Henneger, of Montreal and Thistlethwaite of this place, will pay off Montreal and Ottawa Ry. Right of way claims at Pendleton, on Monday, The brook, Tuesday, and naven Wednesday next.

07/10/1897 Ottawa Free Press Montreal and Ottawa

Mr. Leonard, chief engineer and manager of construction for the C.P.R. arrived in the city last evening. He says that the point where the new short line will enter the city has not yet been definitely decided. The track is completed as far as Pendleton, a village 30 miles distant from Ottawa. They have at present over 1,400 men at work and are rushing the work as quickly as possible. Mr. Leonard says that he does not think they will have the line ready for use this coming winter that is for passenger traffic, but they will likely use the line for freight. The greater portion of the line between Pendleton and this city is ready for track laying.

The company have at present under construction six locomotives of the latest type, for use on the line.

13/10/1897 Ottawa Journal Montreal and Ottawa

Montreal - The grading work on the Canadian Pacific's new short line to Ottawa, along the south shore of the Ottawa river, has now been completed to within two miles of the capital, and the track has been laid to a point about eighty miles west of Montreal.

The work of construction is being rapidly pushed ahead and the track will be all laid to the Ottawa city limits by the middle of November. Ballasting is being proceeded with concurrently with the laying of the track but the work will not be completed this year.

The line will not be open for through business before the summer of next year. No definite arrangements have yet been made as regards terminal facilities at Ottawa or as regards train service.

The stations beyond Vaudreuil at which first class trains will stop are Hudson, Rigaud, St. Eugene, Vankleek Hill Caledonia Springs, Alfred, Plantagenet, Pendleton, The Brook, Sarsfield, Navin (sic). Besides these places there will be a number of flag stations wherever the business may seem to warrant them. The trains which will be put on the road will be of the latest construction, and the coaches will be as elegant as any run anywhere on the Canadian Pacific.

15/10/1897 Ottawa Free Press Montreal and Ottawa

Another change has been made in the projected route of the C.P.R. short line into Ottawa. Instead of building immediately alongside the Canada Atlantic, as the original plan indicated, they will now run about one mile further north, parallel to the Cyrville road. Previously it was intended to build about one mile to the south of that point and run about five miles along side the C.A.R. This change will shorten the distance to the city by about one mile, besides making the line more direct.

The farm of Nicholas Tremblay will suffer more from this change than any other, as there will now be a line of railway cutting through both front and rear of the lot.

There is yet no plan filed from the Deep Cut to the city entrance, but it is generally thought that the line will come in that way.

The contractors are now at work on the grading of the line from Cyrville to the city limits. The chief engineer is personally supervising the work.

23/10/1897 Ottawa Journal Montreal and Ottawa

The grading on the new short line the C.P.R. is building is now almost completed to the Rideau. Several bridges over the small streams between the Nation river and the Rideau are now under construction. To cross Greens Creek, the windings of which are serpentine where the track crosses, three bridges have to be built, but the masonry will not be heavy and all are expected to be built before November closes. There are several fires in the swamps and brush wood of that vicinity, and the smoke is a great annoyance to those working on the road, and water for both man and beast is becoming very scarce. No such drought has ever been known, the farmers say, at this season of the year

01/11/1897 Ottawa Free Press Montreal and Ottawa

There will be a hot time in railway circles in Ottawa within the next six months. Within that period the C.P.R. will have a permanent station near the post office, and it will be on the west side of the canal as the Free Press has already announced. The mere erection of a central station, however, is not the only matter of public interest. The competition with the C.A.R. will be keener than ever, and the rival roads will do some record running between Montreal and Ottawa in order to capture trade.

Mayor Bingham, Ald. Wallace and Assessment Commissioner Pratt were down to Montreal Saturday on civic business and had an interview with Mr. Shaughnessy, of the C.P.R. He told them the C.P.R. intended building a separate depot in Ottawa and make other improvements which would cost in the neighbourhood of a million dollars. He also informed them that the C.P.R. would run trains from Montreal to Ottawa in 2½ hours or one hour less than now. Mr. Shaughnessy says the company will have to build their own tracks and yards in the centre of the city as in the long run it will pay them owing to the heavy rental demanded by the C.A.R.

05/11/1897 Eastern Ontario Review Montreal and Ottawa Alfred

Mrs. Chonnard of Alfred who met with a serious accident at the Alfred station recently had her claims against the C.P.R. adjusted last week. She was allowed \$300.

13/11/1897 Ottawa Free Press Montreal and Ottawa

The grading of the Montreal and Ottawa railway will be completed next Thursday as far as Hurdman's Bridge where it will connect with the Prescott and Ottawa branch of the C.P.R. There remains a section of twenty-three miles upon which the steel is yet to be laid.

19/11/1897 Ottawa Free Press Montreal and Ottawa

It is now certain the C.P.R. short line will enter the city by the C.A.R. tracks from the head of Deep Cut. More. Letter from Booth.

26/11/1897 Eastern Ontario Review Montreal and Ottawa

Mr. F.W. Thistlethwaite, solicitor for the Montreal and Ottawa Ry., was through the Western part of Russell county and in Ottawa the first part of the week making settlements for the railway right of way.

11/12/1897 Ottawa Free Press Montreal and Ottawa

Mr. T.G. Shaughnessy, vice president of the C.P.R., arrived in the city this morning. He is on business with the government regarding the new short line. The full right of way up to the head of the deep cut has been purchased and all is in readiness for completion of the line to the city. The Ottawa and New York company's negotiations with the C.A.R. are being closely watched by the C.P.R.

13/12/1897 Ottawa Journal Montreal and Ottawa Greens Creek

The CPR bridge at Green's Creek on the CPR line between Ottawa and Montreal was almost broken down a few days ago. The recent freshet caused the creek to rise and it carried down a large elm tree. The tree struck the centre pier and knocked away all the framework except for one support. This framework was supporting the bridge. Fortunately the single support held and the engineers were enabled to replace the framework before any trains passed by.

The workmen who were on the bridge at the time had to take to the rafts and had all the supports broken the structure would have fallen causing considerable damage besides delaying the work at this point for some time. The bridge is now almost completed.

14/12/1897 Ottawa Citizen Montreal and Ottawa Ottawa

Yesterday, the last stone was laid on the most important piece of work on the construction of the new C.P.R. line to Ottawa. It was on the large stone bridge across Green's Creek which was built by Messrs. Brewder and MacNaughton. The bridge is built wholly of stone and in a most substantial manner. There are three arches, a centre one, thirty feet in length and a fourteen foot one at each end. The same firm constructed two other stone bridges on the line and have been highly congratulated by every person who has seen them on the splendid character of the work.

15/12/1897 Ottawa Citizen Montreal and Ottawa Central Depot

That no apparent move has been made by C.P.R. authorities to effect an entrance to the Central station, and because of no other reasons, a rumor is now afloat in railway circles about a mutual deal that is now supposed to be on between the C.P.R. and the C.A.R. companies, which is of importance to this city as well as to Montreal.

It is said the C.P.R. company will allow the C.A.R. company to enter their station in Montreal in return for the privilege of using the C.A.R. tracks from a certain point outside the city to the Central station.

In this event the C.A.R. would subsequently abandon the use of the Grand Trunk tracks from Coteau to Montreal.

18/12/1897 Ottawa Free Press Montreal and Ottawa

The C.P.R. will build their bridge across the Rideau river this winter. The new short line is now complete as far as Blackburn, which is about five miles out of the city. The bridge will be completed early in the spring so that trains will be running into Ottawa as early as next March. The stations all along the line are completed. Mr. C.W. Spencer arrived in the city last evening and met the officials of the C.A.R. today. He says both companies are on friendly terms and that there will be very little difficulty in coming to an agreement.

24/12/1897 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Beemer wants Ottawa bonus bonds placed in the bank--.

08/01/1898 Ottawa Free Press Montreal and Ottawa

Mr. T.G. Shaughnessy, vice president of the C.P.R., was asked today what arrangements have been made by the company with regard to the entrance into Ottawa of their line, in view of the statements which have been printed to the effect that an arrangement was likely to be made between the Canada Atlantic Railway and the C.P.R. by which the Canada Atlantic station at Ottawa would be used by the C.P.R. and the Windsor street station, Montreal, by the Canada Atlantic. Mr. Shaughnessy states that the C.P.R. expects to be running into Ottawa in the spring and that the station would be located near the Russell House.

13/01/1898 Ottawa Free Press Montreal and Ottawa

The engineering staff of the Montreal and Ottawa railway have completed their outside work for the season. The staff consisted of Messrs. R.W. Leonard, manager of construction; J.E. Sheman, accountant; Hamilton Lindsay and H.T. Hansen, engineers; R.P. Rogers, draughtsman; R.H. Weldon, timekeeper, and J.J. Mackan, clerk. The stations on the new line and the sidings in connection therewith are all finished. The distance from Montreal to Plantagenet is 74.61 miles and the stations westward from the latter point to this city are as follows: Pendleton, 79.80 miles; The Brook, near Bearbrook river, 85.45 miles; Hammon (sic) where the line crosses the Rockland branch of the Canada Atlantic railway, 88.96; Sarsfield, 94.39; Navan, 98.66; Blackburn, 104.94; Ottawa, at Rideau river bridge, 109.74. Blackburn will be a flag station for the next year at least.

22/01/1898 Ottawa Free Press Montreal and Ottawa Rideau River

R.J. Stewart, Tweed, Ont., the successful contractor for the new C.P.R. bridge over the Rideau, has commenced work on the approaches, both sides of the river.

22/01/1898 **Ottawa Citizen** **Montreal and Ottawa** **Rideau River bridge**

Mr. R.J. Stewart of Tweed, Ont., has been awarded the contract for the building of the new C.P.R. bridge over the Rideau river, for the company's short line between Montreal and this city. Mr. Stewart has commenced work on this bridge, and has a large staff of men building the approaches on either side of the river.

28/01/1898 **Ottawa Free Press** **Montreal and Ottawa**

Work on the New York and Ottawa (sic) road is progressing rapidly. A large gang are engaged in building the Rideau bridge. One pier and one abutment have been completed.

08/02/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Work on the Interprovincial bridge is now in full swing. The soundings have all been taken and other preparations are going ahead with all possible rapidity. More

10/02/1898 **Ottawa Free Press** **Montreal and Ottawa** **Central Depot**

At the meeting of the Railway Committee of the Privy Council the Canadian Pacific company filed their application for entrance to the Ottawa Central depot. Full details--

1. Applicants to be tenants of the crown
2. Station to be a union station
3. After 1 May 1916 all companies entitled to use station and approaches to be joint tenants with the O.A. & P.S.
4. Passenger traffic to take precedence over freight
5. Payment on wheelage basis
6. Management to be under control of a joint board
7. Railway committee may vary terms and conditions as it sees fit.

Parry sound railway, the present lessees under a 99 year lease is expected to resist this move.

15/02/1898 **Ottawa Free Press** **Montreal and Ottawa** **Rideau River**

The new C.P.R. bridge over the Rideau at Hurdman's Bridge is being pushed to completion. Four piers are complete and three are under way, and the other two or three are to be finished by the 15th March, the contract time. This being the case, the iron will no doubt be on by 15th April. The company is cutting a right of way through the cedar bush south of Hurdman's road and between the head the cut and the Rideau river. There is a lot of stone and a derrick on the land where they intend to put the two or three culverts, so that it looks as if the C.P.R. will in to the new central station at Sappers' bridge by the 24th May.

22/02/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Three monster derricks, composed of iron and wood are being turned out at the Victoria foundry for hoisting purposes on the new Interprovincial bridge at Nepean Point.

01/03/1898 **Ottawa Free Press** **Montreal and Ottawa** **Deep Cut**

Workmen have finished driving the piles for the C.P.R. at the Deep Cut. The piles, which are all of red pine, were driven down 16 feet. Next week the deck will be placed on top for the new track, all of which indicates an early entrance into the city.

04/03/1898 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

Work on the construction of the interprovincial bridge at Nepean Point is going on rapidly and many interesting sights are to be seen there. The work is being rushed in order to take advantage of the ice in building the piers and in order to do \$50,000 worth of work before March 15th, so as to claim the bonus given by the city of Ottawa. Lee E. Treadwell, in charge of the work, said that more than \$50,000 had already been expended in wages, material and labor. Nearly 125 men are employed, many of them on night shifts.

The first pier on the Hull side has almost been completed. It is built in 30 feet of water, of solid concrete and broken stone. The method of construction is interesting. A huge box is built of square timber, the inside measurements being that of the pier. A hole in the ice the size of the box is made, the box sinking in it as it is built from the top. When the box touches bed rock the process of filling with rubble and cement starts. This soon hardens into a solid mass as hard and tough as rock. The box for pier number two on the Hull side was completed last evening, and the work of filling with concrete will start today. The work of laying down the concrete must be carried on continuously, and it will take four days and four nights to finish the work. Work on the box for the third pier will start today.

The outline of the first pier on the Ottawa side has been drawn on the ice, and soundings around the edge are being taken every four feet to find the depth of water and the levels of the bottom of the river. The depth of water is a few inches over 75 feet in places that were sounded yesterday. It has not yet been decided whether to use crib work, as on the other piers, or to use an air-tight box with compressed air.

Suoysmith & Co., the contractors, have a large plant on hand, consisting of several derricks and hoisting engines. A large scow for carrying a derrick and engine has been built and floated on the Hull side. A second one is now under construction at the foot of the locks on the Ottawa side. Part of the plant is a powerful "clam shell" dredge used for scooping up the sawdust from the river bottom, so that the piers will rest upon solid rock. The sawdust at the pier locations varied from ten to fifteen feet.

05/03/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Eighteen cars of rails for the approaches and track landing to the new Interprovincial bridge were delivered yesterday.

Over forty cars of lumber will be delivered next week.

The concreting of the second pier was commenced yesterday, when 100 cubic feet were placed in position.

The work on the masonry of No. 1 pier on the Ottawa side was commenced this morning.

Mr. H.J. Beemer said last evening that he would have \$100,000 spent before the 15th of March.

07/03/1898 **Ottawa Free Press** **Montreal and Ottawa**

Today the C.P.R. commenced the deck on the pile work at the head of the Deep Cut for the Montreal short line. The heavy lumber is being raised to the top of the piles, which are 17 feet high, by a steam hoist. A large stone culvert is being constructed under the bridge work and as soon as the trains start running the hole will be filled with earth.

Work on the Rideau bridge is progressing rapidly on account of the favorable weather. All the masonry is now finished, with the exception of one abutment at the west side and part of the pier on the island. The iron work, which is to be supplied by Dominion Bridge Co. of Lachine, will be commenced by May 1.

09/03/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Three coffer dams already sunk. Policeman on duty at all times to keep the crowds from coming in dangerous proximity to machinery. Full account.

11/03/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

During the past two weeks Messrs. Chitty & Thompson have hired fifty men, mostly stone cutters for the bridge stone work. They are at Eganville shaping the material to be used in the piers of the Interprovincial Bridge.

Broder & McNaughton, who have the contract for the Ontario abutment of the Interprovincial Bridge, have the work well under way and a considerable amount of the masonry already laid. The current from the falls has broken the ice almost up to where the work is being done, so that new apparatus for carrying the material will soon be necessary.

01/04/1898 Renfrew Mercury Montreal and Ottawa Interprovincial Bridge

Mr. J.H. Beemer has resigned the presidency of the P. & P. J. and G.V. Railway in order to devote his whole attention to the construction of the Nepean Point Bridge.

01/04/1898 Eastern Ontario Review Montreal and Ottawa

Work has re-commenced on the Montreal & Ottawa Ry. and it will be pushed through with all possible speed.

02/04/1898 Ottawa Free Press Montreal and Ottawa

This morning the C.P.R. company sent out about one hundred men to repair the damage done to the Montreal and Ottawa line by the late floods. The operations will be directed chiefly to the district near Plantagenet.

07/04/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

At the Nepean Point bridge the cliff has been blasted out twenty yards along the side to within ten feet of the water's edge. The masonry for the Ontario abutment is progressing steadily.

22/04/1898 Ottawa Free Press Montreal and Ottawa

An increased force of men is at work today at the C.P.R. grade at Hurdman's Bridge. On the east side of the Rideau the steel is now laid up the end of the new bridge. The construction train hauling the iron work was due to have come up yesterday afternoon but was cancelled till today. Yesterday the ballast train brought up gravel for the new sections built this spring, and the construction trains will be in operation today. Yesterday afternoon the grading on the side of the Rideau through Champagne's bush was suspended on account of the rain, but today about 60 men and 25 teams are engaged. The men have some peculiar difficulties to contend with here. In the first place, the section from the bridge through the bush is so completely covered with boulders that progress is very slow and damage to the grading scrapers is great. Then the refuse from an old slaughter house has been dumped in a bog hole through which the right of way passes and although it is some years since the place was destroyed, the smell is still so strong that it is almost impossible for the workmen to endure it. Further up towards the Deep Cut the grading must be left for some time, as the ground is so boggy the teams could not be put into it. The grade from the end of the pile work to the hill west of the bridge will be very heavy and about a month's work will be required to complete it. Mr. K. McDonald says that every day a number of "hobos" are on the scene applying for work, but this class of artist is generally refused. A number of them have their headquarters in the bush at the Deep Cut. A gang of men are at work on the piles finishing the deck and making the approaches where the proposed junction with the Canada Atlantic will take place.

27/04/1898 Ottawa Free Press Montreal and Ottawa

--The C.P.R. have their line built to within a mile of the city and are anxious to settle the right of way so as to commence operations at once.--

11/05/1898 Ottawa Free Press Montreal and Ottawa

Great activity characterizes the operations on the construction of the Ottawa and Montreal new short line at Hurdman's Bridge. The Dominion Bridge Company's employees are at work on the iron of the Rideau bridge and the first span on the east side of the river has been laid. Nearly all the iron for the structure is on hand, and the bridge will be completed in about six weeks. It will consist of eight spans of plate girder, each 65 foot long, each girder weighing twelve tons. About 75 men and 25 teams are engaged on the grading work on the west side of the bridge, and through Champagne's bush. The whole top of the hill opposite Mr. Robert's farm has been drawn away, to fill up the grade at the end of the pile work. Workmen are also engaged in the construction of an overhead crossing of the road from Ottawa East, which joins the continuation of Nicholas street.

11/05/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Brodeur and MacNaughton, the contractors for the shore pier at Nepean Point of the Interprovincial Bridge, will complete their contract today. Workmen were putting the coping on the pier yesterday and that work will be finished today. George Adgate, the superintending mason of the bridge contractors has been in Cornwall for several weeks past where his company also has the contract for the stonework of the St. Lawrence River bridge for the Ottawa and New York Railway. The water in the Ottawa river is now beginning to fall again and work on the mason work of the water piers will soon be started. --

19/05/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

The construction of the Ontario abutment of the Interprovincial bridge is completed and the only operations being carried on in that quarter is the blasting of the cliff which is progressing favorably.

First train over the Montreal Ottawa short line.

New Road inspected by the company's officials yesterday.

Traffic to begin in July.

The line described.

The first train over the new CPR short line between Ottawa and Montreal left the Union Depot yesterday at 1.10 p.m., with General manager Thos. Tait and seven passengers on board. Mr. Tait was on a tour of inspection.

The road will be opened for traffic in July, and then passenger trains running at a speed of between fifty and sixty miles an hour will be put on to cover the 111 miles between Ottawa and Montreal.

When the bridge at Hurdman's is completed trains will be able to run. The bridge will be finished within four weeks.

Mr. Tait was accompanied by Mr. C.W. Spencer, general superintendent of the eastern lines; Mr. H.B. Spencer, superintendent of the eastern division who will have the new line under his superintendency; Mr. R.W. Leonard, construction engineer; Mr. D. McPherson, eastern division engineer; Mr. John Morrow, right of way agent for the M and O railway; Mr. T. Oullen, Mr. Tait's private secretary and a Journal representative.

The train was manned by conductor J.A. Hibbard, engineer J. Ryan, Fireman Jos. Gilchrist, brakemen Robt. Dawson and J. Dupont and superintendent of construction, Mr. J.B. O'Brien all of Ottawa. Chef Wm. Dewfall, of the private car Earnscliffe attended to the refreshments.

Engine 385, an excellent speeder, first class coach 157 and Mr. Tait's private car "Earnscliffe" composed the train and it will be remembered as the first passenger train over the line that will be of great importance to Ottawa.

Leaving the Union Depot the Prescott line was followed to its junction with the old St. Lawrence and Ottawa railway. Passing over a short curve, hardly completed, the train was soon on the new line.

To examine the work

The purpose of the trip was to give Mr. Tait an opportunity of examining the new work. The new line is regarded as Mr. Tait's line owing to the attention and care he has given it and because, under his personal direction, the work has been thoroughly done that it will be one of the finest roads in Canada. Mr. Leonard acted under the direction of Mr. Tait entirely.

The general features of the road are the excellent heavy steel rails used, the excellent switching system, the thorough method of ballasting and the finished manner in which everything has been done. The road has been designed for speed and although the roadbed was not finished yesterday in places, the train ran at 35 and 40 miles an hour. Beyond Plantagenet, from which place to Montreal the line is completed, the train whizzed along at a mile a minute yet the shaking of the train was slight. Other notable features about the line are the long sloping curves - in the few places they are necessary, the straightness of the line and the few grades. The sharpest curve is but one degree, the highest grade is forty feet to the mile.

The rails used are 73 and 80 pound rails, the heavier rails being used in the eastern section of the road. A most important feature and one that will make it easier for trains to run swiftly is that the main line, when completed, will be unbroken between Montreal and Ottawa. The old system of switches has been supplanted by the MacPherson system invented by Mr. D. MacPherson of Montreal, who accompanied Mr. Tait yesterday.

Set automatically.

The railway switch and frog are combined in such a way that setting one automatically sets the others, and if, through mistake or malice, left set wrongly, a train passing through in either direction would not be derailed. The device is based on the common sense principle, that switches and frogs being the most expensive and least durable points in track should not have any of their parts subject to the destructive and useless wear of trains passing on the main tracks; but that their parts should only be touched by trains going into or coming out of sidings. When the switch is set for the main line clear, all parts of the switch and frog are well clear of the main track rails, which latter are fully spiked, and absolutely as continuous and firm as if no frog were there. The device has been in use three winters on the C.P.R. main track and has worked successfully. Mr. MacPherson's switch has been adopted by Dr. Seward Webb on the St. Lawrence and Adirondack division of the New York Central railway.

The start

When the start was made yesterday dark clouds covered the sky and rain seemed imminent. During the afternoon the clouds passed away and when the train reached Montreal the air was fine.

The piers of the new bridge over the Rideau River were first inspected. The bridge is high and finely constructed, and will be completed within four weeks. At 2.05 p.m. Mr. Tait gave the word to start and the order was "The best speed consistent with safety". At Green's Creek - five miles out - the new stone bridge was inspected. It is a three arch structure and nicely finished. The first station reached was Blackburn, a flag station, but no stop was made. The country is a lovely one, and the recent rains had brought the foliage and grass in all their fresh and verdant beauty.

The farm crossings along the line are splendidly finished: and the fences were all Page woven wire. The stations are all neatly constructed and are painted a pretty brown shade.

Picturesque

Past Blackburn the speed was only about 25 miles an hour owing to the inspection. The run through Mer Bleu to Navan is most picturesque and the azure haze about the shrubbery of the low land was quite noticeable.

The trip was not without incident. At Navan a bay horse standing near the track became frightened and after falling then rising dashed along the side of the track after the train. The buggy collided with a switch and was smashed to pieces and the frightened animal swerved towards the field where a fence soon stopped it.

Leaving Navan a slight grade was ascended and at a speed of 35 miles an hour the train ran through a charming country to Leonard - a station called after Engineer Leonard. The station is half way between Sarsfield and Bearbrook and in the centre of Cumberland township. The township hall will be erected there and a townsite laid out. The C.P.R. Company owns 300 acres of good land, which will be divided into town lots. Water is secured from the Bear brook, 6,000 feet away, and a 40,000 gallon tank has been erected at Leonard. Three ballasting trains and large gangs of men were busy at this point. At all stations a crossing siding and a local siding have been constructed.

Just out of Leonard the C.P.R. owns 260 acres of gravel land. A large steam shovel was at work yesterday getting out gravel.

Crosses the C.A.R. branch.

The country past Leonard is rolling and 40 miles an hour was obtained. The road is flanked with bush. Through Mr. W.C. Edwards' beautiful farm the company was given free right of way. At Hammond - the village wiped out by fire last fall, but springing up again - the road crossed the C.A.R. Rockland branch - eight miles from Rockland. The run through Clarence township - a great hay country - was fine. The south side is well settled, and an air of prosperity is noticeable about the homes of the farmers.

At The Brook, four miles from Hammond flag station, large quantities of hardwood are ready for shipment, and the company has plenty of land for the accommodation of shippers.

The station at The Brook is a specimen of the neat buildings that the company has erected. The station is combined with a freight shed and dwelling. The exterior is painted a pretty brown shade, while the interior is finished in light colours. Hardwood floors and red pine wainscoting have been put in. The waiting and sleeping rooms are airy and comfortable looking, and every convenience has been put in for the agent. A new hotel is being erected at The Brook and the saline and mineral springs in the district will doubtless attract many visitors.

Plantagenet and Caledonia Springs have been made very accessible from the west and Montreal by the new road.

Cobb's Lake - a natural basin - is just past The Brook. Piles sixty feet long had to be driven in before a suitable basis could be reached. During the spring freshets the water rises in the basin about ten feet. It connects with the Nation River.

At Pendleton

Pendleton, some six miles from The Brook, is in the centre of some excellent farming country. The scenery is picturesque, and the land finely wooded. The line passes through a fine bush just outside of Pendleton. At Pendleton the C.P.R. transcontinental copper wire was noticed. This wire is being stretched in an unbroken line from the Atlantic to the Pacific, and the work of stretching it is going on at many points. Six hundred miles have been stretched east of Port

Arthur. Four operators at each end will be able to send messages over it at the same time.

A fine view of Curran village is obtained at Pendleton.

Promise of Plantagenet

Plantagenet is expected to be the most progressive town of the district. It is the end of the operating line between Montreal and Ottawa. At Plantagenet the Journal man was introduced to Mr. William Rodden, "father of the Montreal short line" so called for his advocacy of the line. Mr. Rodden treated the party to some delicious saline water from his spring. A roller, grist and flour mill and a saw mill have been built at this point. Several steam boats ply between Plantagenet and Casselman, 24 miles up the beautiful Nation River. A town site has been laid out, a wharf erected, and with excellent saline and sulphur waters, the place should be a thriving town before long. A splendid steel bridge with four piers, each 100 feet long, has been erected over the Nation River. The masonry is all blue limestone. The pleasant drives, splendid hotel sites and suitable grounds for golf links will no doubt add to the attractiveness of the village. From Pendleton to Alfred the road passes through a famous agricultural country.

Alfred village could be seen in the distance. A stop was not made at Caledonia Springs and the train sped on at a rate of over fifty miles an hour.

At Vankleek Hill

At Vankleek Hill the C.A.R. is crossed and at this point the interlocking plant is used, which permits the trains to cross without stopping. The signals are so arranged that accidents are practically impossible. East of St. Eugene, 40 miles from Montreal, the train's speed was 59 miles an hour. All along an air of prosperity was noticeable and new buildings are being erected at many points.

From a tourists standpoint the beauty of the line is all that could be desired. A splendid farming country, finely wooded, with beautiful rivers along the way and picturesque hills, give great delight to the traveller.

A lovely sight

At Rigaud Mountain, with its shrine, the scenery was all that could be desired, but on past Fortune Beach, to Hudson Heights, with Oka mountain in the distance and the beautiful Ottawa lying in between, the scene grew more attractive until St. Anne's was reached at sunset, and all were captivated with the glory of the setting sun. The beautiful sky baffled description, but the creamy tints of the opal tinged with pink, all softly toned, convey a faint idea of the beauty. As the sun sank lower towards the horizon it seemed to grow larger and the rays lighting up the sky tipped the fleecy clouds with light, creating the effect like the white capped waves of the ocean. One could understand Thomas Moore's inspiration of the beauty of the river at St. Annes. Como, Lake of two Mountains and Lake St. Louis are all beautiful sights. From Plantagenet to Montreal the scenery is perfect.

Owing to several unavoidable delays the train did not reach Montreal until about 7.40 o'clock. At points the speed was 60 miles an hour. Approaching Montreal the automatic normal danger electric block system was observed, and impressed one with the thoroughness of the equipment of the C.P.R.

Fast time to be made

The regular train service on the new line will commence in July. The speed to be obtained can be gauged (sic) from that of yesterday's train.

The distance is 111 miles, and will probably be covered at a speed of between 50 and 60 miles an hour. The road has been built for speed, and Mr. Tait assured the Journal that the trains will be fast ones. It is expected the run will be made in a little over two hours.

The trip yesterday was thoroughly enjoyable, and the kindness of the officials made it doubly delightful. Refreshments were served on the "Earnescliffe". The return trip to Ottawa was made over the north shore line by the "Soo" train due here at 1 a.m.

20/05/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The road leading to the C.P.R. station is in very bad condition at present.

The C.P.R. has put on another construction train on the short line between Ottawa and Montreal. The company are determined to rush the new line through as rapidly as possible.

11/06/1898 Ottawa Citizen Montreal and Ottawa

There is now longer anything to delay the entrance of the Ottawa and New York and Montreal and Ottawa (C.P.R.) railway into the city over the east side of the canal. An important meeting of the Railway Committee of the Privy Council this morning heard the applications made by the two railways for a settlement of the terms on which they should enjoy the use of the government land leased to the C.A.R. and O.A. & P.S. railway, and also the new union station. The railways were represented by clever legal talent, B.B. Osler and Mr. Christie appearing for the Booth interests, Mr. Lash and Mr. Currie for the Ottawa & New York; Judge Clark and Mr. Tait for the C.P.R. J.R. Booth was also present, as well as Mayor Bingham and City Solicitor Mr. Veity.

The application by the two new railways was based on a claim to use the land as joint tenants with the C.A.R. and O.A. & P.S.R. Judge Clark, Mr. Lash and Mr. Tait argued their claims at some length, and asked the committee to recognize the principles of their application and then the railways would get to work and settle the details among themselves. Judge Clark also asked that an interim order should be made allowing the two new railways the right to take possession, without prejudice to either party, pending the final settlement of terms.

Mr. Osler, in his argument, claimed that Mr. Booth's roads should be treated as the primary tenants who take all the risks of the lease. He said also that it was impossible to fix the terms as it is not yet known what will be the character of the business done. As soon as the applicants get the idea of joint tenancy out of their heads we can get together in a businesslike way and agree upon terms.

Hon. Mr. Blair as chairman of the committee announced that the claim of joint tenancy could not be entertained. Mr. Osler ?? that it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Judge Clark replied that it was dividends they wanted not dignity.

After considerable cross firing and persuasion on the part of Mr. Blair, Mr. Osler on behalf of his client stated that the C.A.R. would handle the trains of the two new roads. Mr. Blair urged him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do but at length \$??00 per month from each of the two roads was agreed upon. This arrangement is merely temporary and if a less sum is agreed upon the difference will be refunded. An attempt to arrive to a definite settlement will likely be made today while all the railway lawyers are in the city.

11/06/1898 Ottawa Journal Montreal and Ottawa

CPR may enter in a week. Temporary arrangements \$1,500 a month.

14/06/1898 Ottawa Free Press Montreal and Ottawa

Construction trains on the Montreal and Ottawa railway are daily hauling ballast for the roadway between Plantagenet station and Hurdman's bridge. The bridge over the Rideau river being completed the road between it and the Central station is ready for rail laying. A great deal of earth will be required to fill up the grade under the pile work, but this will not probably be done this season. The Dominion Bridge company will put on the iron work for the overhead crossing out of the Ottawa East road at the Deep Cut.

The company has not yet finally decided whether it will utilize the C.A. tracks from the Deep Cut to the Central station or build an independent track, but the Central station will be sued for the present. Trains could be run into Ottawa in about a week but the company have decided to run regular trains between the 1st and 15th of July.

17/06/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The C.P.R. would be doing a right and proper thing if they built a sidewalk to the depot.

17/06/1898 Eastern Ontario Review Montreal and Ottawa Ottawa

The C.P.R. short line has been grabbed running privileges into the Central station at Ottawa. The C.P.R. will enter on the C.A.R. tracks

24/06/1898 *Ottawa Journal* *Montreal and Ottawa*

Tracklaying on the Montreal and Ottawa Railway, the new CPR short line, was completed this week. All that remains to be done now is to make the connection with the Canada Atlantic Railway tracks and to complete ballasting.

Two hundred and fifty car loads of ballast are being deposited on this line every day. The ballasting will be completed next month. The bridge across the Rideau is completed and is being painted. All the stations along the line are ready for occupancy. Regular trains will be running next month.

27/06/1898 *Ottawa Free Press* *Montreal and Ottawa*

Workmen are engaged putting on the overhead crossing of Ann Street, Ottawa East, at the head of the Deep Cut for the Montreal and Ottawa railway. The rails are now being laid up to this point and the ballasting, which is now going on over the whole road will be completed in about a month. The stations along the line are completed and are station and dwelling houses combined, so that agents will reside in the spot. Everything will be ready to allow trains to commence running regularly in less than a month.

01/07/1898 *Eastern Ontario Review* *Montreal and Ottawa*

The track laying on the new C.P.R. short line is finished. All that now remains to be done is to make the connection into Ottawa with the C.A.R./ and complete the ballasting/Two hundred and fifty carloads of ballasting is being put on the road every day.

The new C.P.R. short line has been abliged to build an overhead bridge at Ann street Ottawa.

08/07/1898 *Eastern Ontario Review* *Montreal and Ottawa*

We learn that representatives of the C.P.R. are coming to look over the road to the proposed pulp mill with the view of making arrangements whereby they may ne able to reach the mill.

08/07/1898 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Messrs Tait, H.B. Spencer, C/W/ Spencer, Morrow and other C.P.R. officials went through here yesterday from Montreal to Ottawa on the C.P.R. Short line. They were on a tour of inspection. Several of the party drove from Point Fortune to Hawkesbury and Vankleek Hill.

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There is very strong reason for believing that the C.P.R. company are seriously considering the early construction of a branch from Point Fortune to Hawkesbury.

09/07/1898 *Ottawa Journal* *Montreal and Ottawa*

The finishing touches were being put upon the new CPR railway bridge across the Rideau yesterday. The painters have been engaged for some time upon it and yesterday completed the work. All along the uncompleted line are scenes of great activity. Ballast trains run back and forth with train loads of gravel and hundreds of men are engaged in distributing it. The ballasting beyond the Rideau will be completed in a few days.

The work on the trestle near Deep Cut was also completed yesterday and track laying will begin immediately. This section is the last part of the new line to require track laying but it is understood the work will be rushed to completion.

The CPR will probably build a large round house near the Deep Cut in a place near their new line.

11/07/1898 *Ottawa Citizen* *Montreal and Ottawa*

Mr. Thomas Tait, manager of the eastern lines, C.P.R., Mr. C.E.E. Usher, general passenger agent; and Mr. C.W. Spencer, general superintendent, have returned from a trip of inspection over the new Ottawa short line. They were well pleased with the progress and character of the work. Mr. Tait reports that the stations are completed and as soon as some more ballasting is done the new road will be opened to traffic. The track, which has been most carefully laid, is composed of from 73 to 75 pound rails and the general equipment of the entire line will be perfect in every respect. The exact distance from Windsor station, Montreal, over the new line to the terminus in the capital city of the Dominion will be 111 1-2 miles and the time from city to city will be a good deal less than by the main line of the Canadian Pacific on the north side of the Ottawa.

13/07/1898 *Ottawa Free Press* *Montreal and Ottawa*

The rails for the new C.P.R. short line are much heavier than the ordinary rail, and the entire road is being built for speed. The management confidently expect to reduce the time to Montreal to two hours, but will start at two hours and a half. The line will be equipped with five new cars.

13/07/1898 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Work on the Interprovincial bridge is proceeding rapidly. The laborious work of cutting down Nepean Point is making satisfactory progress, and a start will be made next week on the trestle work, along Major's Hill park.

15/07/1898 *Ottawa Journal* *Montreal and Ottawa*

The new CPR short line will be opened for passenger traffic on Monday. For the present the trains will not be run at a very fast pace as the finishing touches to the grading have yet to be put on. More.

16/07/1898 *Ottawa Journal* *Montreal and Ottawa*

Road is not yet sufficiently ballasted. H.B. Spencer stated to-day that it will be about August 15th before the first train will run.

18/07/1898 *Ottawa Citizen* *Montreal and Ottawa*

Montreal 16th. Mr. C.W. Spencer, general manager of the C.P.R. stated today that the new Ottawa-Montreal line will be handed over to the operating department on Monday, but regular trains will not commence running until the 25th of the month or possibly later. Same wording in Ottawa Free Press 16 July.

22/07/1898 *Eastern Ontario Review* *Montreal and Ottawa*

Mr. H.B. Spencer has stated that the C.P.R. short line will not open for traffic until about August 15th. This is a disappointment to many persons in the Hill. The operating department took charge of the road on Monday last.

29/07/1898 *Eastern Ontario Review* *Montreal and Ottawa* *Ottawa*

Magistrate O'Gara fined a workman on the C.P.R. short line at Ottawa for working on Sunday. An appeal to a higher court has been entered.

30/07/1898 *Ottawa Free Press* *Montreal and Ottawa*

The first train over the Montreal and Ottawa railway left Montreal this morning about half past nine, but it is not know when it will arrive in Ottawa. On board were General Superintendent C.W. Spencer, Supt. H.B. Spencer and other officials of the company.

The train will run over the M. & O. tracks to Hurdman's bridge where it will take the St. L. & O. track at the new junction put in by the Montreal and Ottawa company the Chaudiere junction, and run into the Union depot. As it is a trip of inspection and not a time test, it will likely not be a very fast run.

05/08/1898 *Eastern Ontario Review* *Montreal and Ottawa*

Mr. H.B. Spencer and Mr. C.W. Spencer went over the new C.P.R. short line on Saturday to Ottawa. The train ran over the M. & O. tracks at Ottawa and then took the old St. Lawrence and Ottawa track to Chaudiere Junction and from there on to Union Station. The road will be opened officially in two weeks

10/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Work on the Hull end of the Interprovincial Bridge is now being pushed by the contractors day and night. In order to facilitate the work of the night shift the Holland acetylene gas generators and gas lanterns have been adopted. Each lantern gives a 50 candle power light and the workmen are very much pleased with the effect. Four of the gas lanterns light the caisson brilliantly giving 200 candle power at a cost of less than four cents per hour.

11/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Work on the Interprovincial bridge is going on quietly. A few men have been laid off until the right of way along the side of Major Hill Park has been decided. If they are not allowed to cut the road along the park they will build a trestle along the cliff. Work was commenced yesterday on the fourth pier, and as soon as the park difficulty is settled the work will go on more rapidly.

11/08/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Stone for the piers on the Hull side of the Interprovincial bridge is being brought in by the O.A. & P.S. railway from Douglas.

12/08/1898 Eastern Ontario Review Montreal and Ottawa

It is now expected that the regular train service on the Montreal and Ottawa road will commence about the 25th or earlier.

12/08/1898 Ottawa Free Press Montreal and Ottawa Leonard

Last night part of a train of flat cars engaged in ballasting the Montreal and Ottawa railroad was derailed near Leonard, 12 miles from the city. Some miscreant had placed a plank across the track and piled some stones upon it.--

12/08/1898 Eastern Ontario Review Montreal and Ottawa Ottawa

The Ottawa papers announce that the C.P.R. are about to purchase land and erect a new station for their own use in that city. The company are after property near the present C.A.R. station.

12/08/1898 Eastern Ontario Review Montreal and Ottawa Plantagenet

The M. & O. railway is having difficulty with some of the residents in the vicinity of Plantagenet about encroachments on the Nation river. A government engineer will be asked to investigate the alleged cause of the complaint.

19/08/1898 Eastern Ontario Review Montreal and Ottawa Leonard

A C.P.R. construction engine broke part of its driving rod while running on the C/P/R. short line near Leonard. The engine was not derailed nor were the cars thrown from the track. No person was hurt.

Some rascal attempted to derail a train on the C.P.R. short line near Leonard on Friday night last (12/8). The train was derailed but because it was running slowly no one was hurt.

23/08/1898 Ottawa Journal Montreal and Ottawa

The Montreal and Ottawa Railway, the new CPR short line between the Capital and the metropolis of Canada will be opened for traffic on Sept. 4th. The train service will be announced later.

As announced yesterday, the M&O will be able to enter Central Depot on and after 28th inst.

24/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The last pier for the bridge across the Ottawa river to Nepean Point was sunk yesterday.

24/08/1898 Ottawa Citizen Montreal and Ottawa

The Montreal and Ottawa Railway is being inspected today. The party left Ottawa at eleven o'clock and will go over the line as far as Vaudreuil where it joins the Ottawa and Quebec section. Messrs. C.W. Spencer, general superintendent; D. McPherson, division engineer; H.B. Spencer, divisional superintendent; J.B. Elliott and E. Leonard, superintendent of construction, accompanied the party. It is expected that regular train service will be operated by the 5th of September.

25/08/1898 Ottawa Citizen Montreal and Ottawa

Messrs. Thos. Tail, general manager of the C.P.R., C.W. Spencer, General superintendent, H.B. Spencer, division superintendent, D. McPherson, division superintendent, J. Elliott, master mechanic, R.W. Leonard, manager of construction, and Government Inspector Johnson, made the inspection trip over the new line of the Ottawa and Montreal Railway, arriving home last evening on express No. 7. The new line between Ottawa and Plantagenet was gone over and everything found to be in a satisfactory condition. The rails are of 73 and 80 pound steel and the road well ballasted. The inspection train was run over some parts of the road at the rate of 65 miles per hour. The line is equipped with McPherson safety switches and frogs and all the modern improvements. The road will open on September 5th.

The road runs through one of the finest farming portions of Eastern Ontario. The county of Russell has never before had the railway accommodation it was entitled to and the new road will be largely patronized by the people in that locality.

The portion of line inspected was particularly that between Ottawa and Alfred, a distance of 42 miles. The other sections of line had been previously completed, and gone over.

After leaving Alfred, where the inspection work finished, head was given to the locomotive, and between there and Montreal an average speed of 64 miles per hour was attained.

It is expected that connection will be made at the Ottawa end into the Central station by the end of the week.

The completion of the link between Ottawa and Alfred puts the whole line in working condition, and regular passenger service will commence on September 5th. Two trains a day will be put on between Montreal and Ottawa; from Montreal trains will leave at 9.45 a.m. and at 12.45 p.m., and from Ottawa at 8.15 a.m. and 3.50 p.m. each day.

The timetable, however, may be altered in the near future.

First train out of Ottawa will leave at 8 a.m. on Sept.8th (sic)

Note Monday fell on September 5

The first train out of Ottawa on the Montreal and Ottawa line will leave the Central Depot at 8.15 a.m. on Monday September 5th(sic). The first train to arrive over the line will enter the Central Depot at 12.45 noon.

The line is the shortest between Ottawa and Montreal. It is one of the best in Canada and has been equipped throughout in the most modern way. Only the best steel rails have been used, special attention has been given to the ballasting and the stations along the line are well built neat buildings. The line will be included in the division of which Mr. H.B. Spencer of Ottawa is Superintendent.

The opening of the new line will necessitate a change in two of the Montreal-Ottawa trains now running on the North Shore line. The trains which arrive from Montreal at 1 a.m. and which leave Ottawa at 3.45 p.m. for Montreal have been taken off and the trains on the new short line will take their place.

The trains,

The times of the running of the trains on the new line have been arranged as follows.

M&O Line

Eastbound

Local express leave Ottawa 8.15 a.m. arrive Montreal 11.45 a.m.

Through fast express leave Ottawa 3.50 p.m. arrive Montreal 6.45 p.m.

Express leave Pt. Fortune 7.00 a.m. arrive Montreal 8.45 a.m.

Express leave Rigaud 8.05 a.m. arrive Montreal 9.35 a.m.

Mixed express leave Plantagenet 2.30 p.m. arrive Vaudreuil 5.50 p.m.

Mixed express leave Ottawa 5.00 p.m. arrive Plantagenet 7.05 p.m.

Westbound

Through fast express leave Montreal 9.45 a.m. arrive Ottawa 12.45 p.m.

Local express leave Vaudreuil 5.10 p.m. arrive Ottawa 7.45 p.m.

Leave Montreal 5.15 p.m. Pt. Fortune 6.55 p.m.

Leave Montreal 6.15 p.m. Rigaud 7.40 p.m.

Leave Vaudreuil 10.55 a.m. Plantagenet 2.05 p.m.

Leave Plantagenet 7.00 Ottawa 9.15 a.m.

All the abovementioned trains will run daily except Sunday. A Sunday train between Montreal and Plantagenet will make a return trip every Sunday morning.

The fast train from Ottawa will make the distance to Montreal in two hours and fifty-five minutes.

The despatchers who will look after the despatching of the trains are Messrs. F.M Spaidal, chief; J.F. Cole; J.L. Bond; R.W. McCormack; W.R. Fowler and F. Dillinger.

02/09/1898 *Eastern Ontario Review* *Montreal and Ottawa*

The first train out of Ottawa on the M. & O. line will leave the Central depot at 8.15 a.m. on Monday, Sept, 5th. The first train to arrive over the line will enter the Central depot at 12.45 noon.

03/09/1898 *Ottawa Journal* *Montreal and Ottawa*

First train on Monday. Everything ready for first train on the M&O to leave Central depot Monday. Doesn't add much.

06/09/1898 *Ottawa Citizen* *Montreal and Ottawa*

The first regular train over the new short line to Montreal ran yesterday, carrying a large number of passengers. The engine which hauled the first train was No. 379 with M. Corrigan as engineer and D. Louth was the conductor. This train left at 8.15 a.m. The other trains which covered the road for the first day were pulled by locomotive No. 275 with Mills Foster for driver and locomotive No. 381 driven by Charlie Theberge. These trains left the city at 3.50 p.m. and 5 p.m. respectively.

By special arrangement with the C.A.R. these engines and all others connected with the manipulating of the traffic will be installed in the roundhouse at Ottawa East.

The new line is a credit to the contractors, and a tribute to the progressiveness of Canada's greatest railway.

06/09/1898 *Ottawa Journal* *Montreal and Ottawa*

The first regular CPR to leave the Central Depot Ottawa pulled out yesterday morning at 8.15 o'clock. Considerable interest was taken in the event by a large number of people who assembled at the station before the train's departure. Quite a large number were on board and journey over the new line.

Mr. H.B. Spencer, superintendent of the line took the trip. Conductor Younger and Engineer Corrigan had charge of the train. It consisted of the regulation express, baggage and passenger coaches.

The first train arrived at 12.45 noon. Mr. C.W. Spencer, General Superintendent, accompanied by Mrs. C.W. Spencer came in on this train. Quite a number of others were on board, among them many Montrealers who wanted to see the new line.

The afternoon train, the fast express leaving at 6.50 o'clock was also well patronized. The 5 o'clock train to Plantagenet was also well-filled.

The splendid road-way solidly ballasted, heavily railed and almost free from grades or curves enabled remarkable time to be made by the through express trains yesterday, and it was evident that the expectation of getting through to Montreal in extremely fast time next year would be amply fulfilled. There is no finer piece of railway in the Dominion. All the CPR men were highly pleased by the showing yesterday.

09/09/1898 *Eastern Ontario Review* *Montreal and Ottawa*

The new C.P.R short line between Ottawa and Montreal is now in running order. Trains ran through on Monday morning last. The service between Vankleek Hill and Montreal is not as good as it formerly was. The morning train leaves Ottawa every day except Sunday at 8.15 a.m., Plantagenet, 9.16, Alfred 9.25, Caledonia Springs 9.34, McAlpines 9.43, Vankleek Hill 9.48, Stardale 9.54, St. Eugene 10.04 arriving in Montreal at 11.45 a.m. The afternoon train leaves Ottawa at 3.50; Plantagenet at 4.49; Caledonia Springs 5.02 Vankleek Hill 5.13 and arrives at Montreal at 6.45. It does not stop at Alfred, McAlpines, Stardale or St. Eugene. The morning train west leaves Montreal at 9.45 a.m.; Vaudreuil 10.25, Vankleek Hill 11.22, Caledonia Spings, 11.33; Plantagenet 11.47, arriving in Ottawa at 12.45 p.m. This train does not stop at the smaller stations. A mixed leaves St. Eugene for Plantagenet at 12.18; Vankleek Hill 12.55; McAlpines, 1.05 and arrives at Plantagenet at 2.05. A mixed train runs to Ottawa in the afternoon. It passes St. Eugene at 5.55, Stardale 6.04; Vankleek Hill 6.11; McAlpines, 6.15; Caledonia Springs, 7.25; (sic) Alfred 6.33; Plantagenet, 6.42; arriving in Ottawa at 7.45 p.m. There is no Sunday train between Montreal and Ottawa. The Sunday train runs as far as Plantagenet.

15/09/1898 *Ottawa Citizen*

Montreal and Ottawa

As a fitting climax to the inauguration ceremonies in connection with the new Ottawa and Montreal short line, the officials of the road introduced a party of Montreal and Ottawa newspaper men to it, at the same time making it an occasion which will remain green in the memory of the scribes for many days to come. Incidentally, of course, the many advantages of the Capital were impressed upon the less fortunate of the party who are by misfortune compelled to reside in the metropolis. This was done with the assistance of the Ottawa Street Railway Company, with whom arrangements had previously been made for a private car. It met the unsophisticated Montreal journalists at the depot, and the Ottawa men immediately let themselves loose in the way of praising their burg. The car travelled over the many streets, and it is safe to say the many marvelous things presented to the Montreal gentlemen will be long remembered. The Ottawa contingent was along more for the purpose of explaining the many beauties of this city than anything else, and this they did as only newspaper men can. In order that the strangers might not get lost in the highways and byways of the Capital, the representatives of the Journal, Free Press, Le Temps and The Citizen agreed to go down and chaperone them as it were. A sleeper was side tracked at the Union station Tuesday evening and during the small hours of the morning the local men stole in and went to sleep. At eight o'clock they were awakened in the Windsor depot, Montreal and, accompanied by Mr. C.E.E. Usher, the general passenger agent of the C.P.R., repaired to the palatial Place Viger Hotel where breakfast was partaken of. On the "inner man" being satisfied, the party journeyed back to the Windsor street station and the return trip was begun. The beautiful view of the Lake of the Two Mountains, Caledonia Springs, etc., were all enjoyed and everyone expressed themselves as more than satisfied with the new line connecting Canada's two great cities. The short line has already been "written up" in the Citizen and all residents of the Capital are sufficiently familiar with it. Suffice it to say that now Montrealeers have so quick a service to the Capital it is to be hoped they will appreciate it.

15/09/1898 *Ottawa Journal*

Montreal and Ottawa

Newspaper day on the CPR

Montreal and Ottawa reporters go over short line.

New property of the company under journalistic eye - something about the new Hotel Viger in Montreal

The new short line of the Canadian Pacific Railway from Ottawa to Montreal was yesterday "passed upon" by the newspapermen of the capital and the metropolis.

The Moguls of the company had been over the road before it was opened to the public on September 5, and had decided they were the owners of a piece of property upon which they might safely ask the criticism of the newspapers.

So it was arranged that each of the principal papers of Montreal and Ottawa should be requested to allow a representative to become the guest of the company and take a trip over the new line.

The run was made yesterday in a Pullman car attached to the regular morning train from Montreal. The train leaves there at 9.45 and reaches Ottawa at 12.45.

When the party arrived at the Windsor Street station, Mr. C.E. Usher, general passenger agent of the C.P.R. was on hand with cabs and a hatful of pleasantness, and took them to the Place Viger Hotel, the new hostelry the CPR has built on Craig Street, near St. Denis, in conjunction with the new CPR East End depot.

This hotel, which is intended as a rival (or better) of the swell Windsor Hotel was opened about two weeks ago.

At the Place Viger breakfast was served.

The Hotel Viger

Full description omitted

The Railway Station

The railway offices occupy half of the ground floor, on the side next Lacroix Street. The ticket department is laid out with all the ornateness that modern railway ideas could suggest. The rotunda is not as large as that at the Windsor Street station, but the trappings quite as up to date. The baggage room to the left of the ticket office is unusually roomy.

Further details omitted

The Hotel

Details omitted

The trip.

When the train left Windsor Street depot it had on board representatives of the Star, Herald, Gazette, Witness, La Presse, Le Monde, Le Minerve, La Patrie of Montreal and the Free Press, Le Temps, The Journal of Ottawa. Mr. Usher and Mr. Lalande, travelling passenger agent, were along to show off the fine points of the road. As far as a description of the road is concerned that is not necessary here. When the road was inspected by the company a month or so ago, a Journal man was along and wrote up the country through which the line passes.

A few words are however in order so far as the road bed is concerned. Since the company's inspection the ballasting has been completed. Yesterday the train ran delightfully smoothly. Though the trip, 112 miles was made in three hours, a time of about 38 miles per hour, including stops, there was practically no jarring, even on the rear car where the newspapermen were. The 72 lb. rails and the careful way the road was built, with a view to a 2 1/4 hour service next spring. Officials of the company made a special run to Ottawa one day last week in two hours and a quarter. They say the train "ran like a bird."

The party, on arrival at Ottawa, were taken to the Russell House where luncheon was served. Afterwards, Mr. J.E. Parker, city ticket agent, assumed charge and took "the boys" as he called them, over the city on the electric cars. Those who had not been to this handsome town of ours seemed to be much struck with the beauties on every hand, and at the go aheadness apparent.

At 3.50 the Montreal men, accompanied by Mr. Usher took the train back to the metropolis. Mr. H.B. Spencer, superintendent of the line was at the station to see them off.

The outing was a pleasant one.

The train crew on the up trip was an all Ottawa one. It consisted of Conductor Alex. Younger; Baggage man W. Perry; Brakeman E. Yale; Engineer C. Theberge; Fireman C. Carrouth. Porter W.H. Post of Ottawa was in charge of the special parlour car.

23/09/1898 *Eastern Ontario Review*

Montreal and Ottawa

Vankleek Hill

The C.P.R. company are building a very fine residence for section man Farrell. It is at the side of the track near the station.

The C.P.R. company have put in a second tank and stand pipe at the station here. The company now has an abundant supply of water here.

A very nice job has been made of repairing a portion of the road leading to the C.P.R. station. Graveling and grading has caused the improvement.

30/09/1898 *Eastern Ontario Review*

Montreal and Ottawa

Vankleek Hill

The C.P.R. company have greatly enlarged their platform at the depot here. It is now much more convenient

14/10/1898 *Eastern Ontario Review*

Montreal and Ottawa

One of the finest sleeping cars in America has been placed on the C.P.R. short line between Ottawa and Montreal and is connected with the afternoon train. The sleeper is lighted with electric lights, has two state rooms, a smoking room and eight sections.

28/10/1898 *Eastern Ontario Review*

Montreal and Ottawa

Vankleek Hill

A very heavy train, loaded with passengers, went through here to Ottawa on Monday morning. There were two baggage cars. On board was an opera company on their way to Ottawa.

07/11/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

The work on the pedestals of the Interprovincial Bridge piers on the Hull side is about completed and will be finished by the end of the month. Work on the piers has been suspended for a day or so on account of the foreman Adgate having to leave the city.

07/11/1898 **Ottawa Journal** **Montreal and Ottawa** **Interprovincial Bridge**

Work stopped on Pier no 2.
Details not taken.
Owing to decision of Chief Engineer.

10/11/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Work on the Interprovincial bridge has been resumed. Mr. Beemer today denied that the work on pier No. 2 had been shut down by the government on account of defective concrete. Pier No. 2 is the most extensive work of its class in Canada and is built 76 feet below the surface of the water. About 25 feet of concrete has been placed in the pier and it is of such immense dimensions it was thought advisable to cease work in order to give the material a chance to set. It was also proposed by Mr. Schreiber that the coffer dam should be pumped out and the remaining 50 feet of pier built on a dry surface. Some time will elapse before this can be done. In the meantime, Mr. Beemer says, everything is turning out satisfactory to the government and the bridge company are fulfilling their contract according to the specifications. No fault has been found by either the government inspector or the company's man. The coping for pier No. 4 has arrived and will be placed by next week.

18/11/1898 **Eastern Ontario Review** **Montreal and Ottawa**

A new time table went into effect on C.P.R. here on Monday last. The train from Montreal to Ottawa will pass here about 11.10 instead of 11.22 as formerly. The afternoon train from Ottawa to Montreal will in future stop only at Vankleek Hill and Vaudreuil. The morning now does not stop between here and Ottawa.

18/11/1898 **Eastern Ontario Review** **Montreal and Ottawa** **Vankleek Hill**

The morning train on the C.P.R. left Montreal on Wednesday ast 10 minutes late and arrived here 3 minutes ahead of time. The 57 miles was covered in 62 minutes and stops were made at Montreal Junction and Vaudreuil. This was running at a rate of over a mile a minute.

01/12/1898 **The Equity, Shawville** **Montreal and Ottawa** **Interprovincial Bridge**

The sixth pier of the Interprovincial bridge was commenced today. Work has also been commenced on the large abutment to pier one at Nepean Point. This is for the purpose of holding the span. The work on the approaches on the Hull side is being rapidly carried to completion.

02/12/1898 **Eastern Ontario Review** **Montreal and Ottawa**

From Vankleek Hill to Ottawa in 60 minutes - that is the time a special train with Lord Strathcona and Mount Royal on board made on Friday last. The time from Montreal to Ottawa was 2 hours and 12 minutes. The train left Windsor station at 12.38½ p.m., arriving in Ottawa at the Central station at 2.51 p.m. covering the distance, 111 miles, in two hours, twelve and one-half minutes. This includes the five minutes taken up to starting and slowing down as well as the taking of water at Vankleek Hill.

07/12/1898 **Ottawa Citizen** **Montreal and Ottawa** **Interprovincial Bridge**

Construction work on the Interprovincial Bridge is, for the present, practically confined to excavating for the shore pier on the hull side, the mason work of which will be proceeded with during the winter. Of the five water piers four have been complete. Operations on the fifth have been suspended pending completion of some arrangement with the chief engineer of the Railways and Canals Department for testing the work already done upon it. More. Cornwall collapse, diamond drilling, so far well executed.

19/12/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

At the Interprovincial bridge work is going on steadily. On the Ontario side of the river about 100 yards of stone for use on the piers have been cut. Excavating for the pedestals is being pushed forward. On the Hull side pier No. 6 is being erected. Preparations for placing the concrete are being made. The pier will be 31 feet long and 13 feet wide at the base, tapering to a width of 8 feet at the top. When the ice on the river is sufficiently strong the work of drawing stone from Nepean Point to the Hull side of the river will be commenced. This stone will be used for building a large protection wall for pier No. 6. The stone at the Point has been found to be exceptionally good for building purposes.

24/12/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Pier No. 6 on the Hull side of the Interprovincial bridge will be ready for concreting next week. The frosty weather has had no effect on the work. Steam pumps are working night and day in order to keep down the water. On the Ottawa side excavating continues.

27/12/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Petition to save the appearance of Major's Hill park.

29/12/1898 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

The pumps for draining the water from the excavation made for pier No. 6 on the Hull side of the Interprovincial bridge will be kept working day and night until the pier is completed.

07/01/1899 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

The concrete for pier No. 67 (sic) on the Hull side of the Interprovincial bridge will be ready tomorrow. Excavating on the Ontario side continues.

23/01/1899 **Ottawa Free Press** **Montreal and Ottawa** **Interprovincial Bridge**

Work on pier No. 6 of the Interprovincial bridge will be delayed for a few weeks as the stone from Nepean Point, which was to have been used, has been found unfit for the purpose. The stone will be brought from Terrebonne.

24/01/1899 **Ottawa Citizen** **Montreal and Ottawa** **Hurdman**

Mr. W.W. Young, of the Union Signal and Switch Co. of Swissvale, Pa., is in the city arranging for the installing of one of the company's switch plants at Ottawa East, where the C.P.R., C.A.R. and O. & N.Y. roads cross. This plant, which is in operation in the railway yards in Toronto and other large centres, is a complex and ingenious arrangement. By it the entire system of switches is brought under the control of one man, stationed in a central tower giving full view of the tracks and switches under his control. The different signals, switches derails, etc. are distinguished in the usual way by the standard colored lights and discs. Each switch is connected to the central tower with levers numbered and colored correspondingly. These are ranged in rows and under the immediate control of the operator. When he wishes to clear a line he works the levers attached to the switches along that line, some of which may be a long distance off. The switches are interlocked both in the tower and at the track, so that the latter is made absolutely safe, which is shown by the connecting signals. Should the operator make a mistake or neglect his duty, the switches through the signals show this end and the oncoming train is brought to a standstill.

03/02/1899 Eastern Ontario Review Montreal and Ottawa

Mr. C.W. Spencer states that in the spring the fast trains between Ottawa and Montreal via Vankleek Hill will make the trip in 2 hours and 15 minutes. That is 68 minutes from here to either Ottawa or Montreal.

10/02/1899 Eastern Ontario Review Montreal and Ottawa

Mrs. Speel of Montreal gave birth to a child on the C.P.R. train arriving in Ottawa Saturday night. Both are doing well at the Ottawa Maternity Hospital.

14/02/1899 Ottawa Free Press Montreal and Ottawa Plantagenet

C.P.R. to erect a summer hotel at the springs. More.

08/03/1899 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The Interprovincial Bridge is commencing to bear more the semblance of a bridge than formerly. On the Hull side two of the piers are finished, while the third, the channel pier, is only half completed. It is fifty-four feet nine inches in height. Intervening between this and the first pier on the Ottawa side will be a clear span of 500 feet. The coffer dam for the channel pier on the Ottawa side is sunk, and already contains 24 feet of concrete. On top of this is 34 feet of water. Mr. Collingwood Schreiber has ordered all the water to be pumped out, but the contractors are afraid that the coffer dam would not stand the strain of so much water pressure from without. So that this pier will not be proceeded with at present. The two other piers on the Ottawa side are almost complete. A large gang of men are at work upon one which juts out from the rocky embankment at Nepean Point, and seems, for the most part, to be embedded in it. This pier is being constructed out of limestone taken from the embankment and quarried on the spot. Some more of the cliff has yet to be blasted away.

11/03/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Business is brisk at the Interprovincial bridge this week. About 20 extra men have been placed on the work on the Ontario side and the abutment will be completed in about a week. The building of the pedestals has commenced and will be completed without delay. Mr. J.P. Dunne stated today that, although there was 22 feet of anchor ice around pier No.2, he did not think the pier would be affected by it in the spring. Work on the Quebec side will be recommenced in about two weeks.

16/03/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

During the past four days the Dominion Government has been testing the quality of the concrete placed for the foundation of pier No. 2 of the Interprovincial bridge.

Cores are being taken out of the pier with a diamond drill and yesterday a diver was sent down in order to ascertain the solidity of the concrete.

So far everything has resulted most satisfactorily and no fault has been found in the construction. Some doubt was entertained as to the probable settling of the cement as it was not placed on a dry surface, and this has led to the test being made.

The construction of the pier was begun last fall and hopes were entertained by the bridge company for its completion by this spring. A coffer dam constructed of heavy beams and about eighty feet in depth was sunk. Into this mixed concrete was deposited by means of a water tight iron clam which was operated by means of a derrick.

Before operations were commenced, however, the rock at the bottom of the river was sounded with a drill and everything was found to be in first class condition. Considerable difficulty was experienced in settling the coffer dam, as the rock was found to be uneven.

The difficulty was overcome, however, by a diver going down in the uneven parts and placing large bags of cement until the whole surface of the rock was level. The work then went ahead until twenty five feet of concrete had been placed in the dam, and then the government, in order that this might set, had the work suspended.

Mr. Collingwood Schreiber, deputy minister of railways and canals, speaking of the work, said: The Cornwall bridge disaster has been the means of causing the close scrutiny to be observed in the construction of pier No. 2 and everything done must be up to standard or it will not be sanctioned by the government engineer. The specification calls for the concrete for the foundation of the pier being placed on a dry base as this is the surest and safest way, and this has not been done by the bridge company.

Of course the concrete as it has been put in the cofferdam turns out hard, and satisfactory, the work will be passed, but it must be up to the standard.

17/03/1899 Eastern Ontario Review Montreal and Ottawa

The C.P.R. fast train from Ottawa and Montreal has been running at over a mile a minute for several days during the past two weeks. It came from Ottawa one night in 55 minutes.

Owing to the change in time in the arrival of the C.A. R. train at night the evening papers do not reach here. They will likely be sent now by C.P.R. and transferred here for Hawkesbury.

24/03/1899 Eastern Ontario Review Montreal and Ottawa

An Ottawa paper says:- There are a number of big locomotives in the C.P.R. shops in Montreal, which are having the finishing touches put on them before being sent out. The engines will run on the Montreal and Ottawa line, and some wonderful time is expected when the iron monsters are opened up. The Locomotive 306 which has been overhauled in Montreal, has arrived in the city and will run between Ottawa and Montreal until the big flyers are ready for service. The competition between the C.A.R. and the C.P.R. on the Montreal run is becoming keener every day and some railroad men say they will not be in the least surprised to see the distance covered in two hours.

31/03/1899 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The C.P.R. fast train from Ottawa to Montreal had been designated. The "Capital Flyer" the fast train from Montreal to Ottawa is designated the "Metropolitan Limited." These trains are timed to cover the distance in 2 hours and 30 minutes. The fast trains cross here and this is the only stopping place.

01/04/1899 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The last big pier on the Ottawa side of the Interprovincial Bridge was completed today. The corresponding structure on the Hull shore is nearly finished and but a few more smaller piers remain to be laid. The masonry work will commence in a few weeks, as soon as the water goes down, and early in the summer everything will be in readiness for the ironwork. This will not be completed, however, until fall when the top will be put on as quickly as possible.

07/04/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

The Interprovincial bridge company on Saturday last completed the work of placing the concrete in pier No. 2 of the bridge. The cofferdam has been filled with cement to a depth of 70 feet. Mr. Adgate, managing contractor of this branch of the work, stated to the Free Press that in all probability placing the remainder of the stone work on the piers on the Hull side would commence right away. The pedestals on the Ontario side of the river have been completed, also the large abutment for the support of the iron work. No work is in progress on the Hull side of the river.

12/04/1899 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

A contract aggregating nearly \$200,000 is being closed this week with the Dominion Bridge company of Montreal, for the iron and steel work on the Interprovincial bridge between Ottawa and Hull.

The contract will include the construction of five immense spans in addition to a great deal of heavy trestle work.

It will be built of the finest grade of steel throughout and the structure will be ready to be placed in position as early in the fall as possible. In the meantime, the stone and masonry work will be rushed to completion in order to be ready for the iron and steel structure.

21/04/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The spring floods on the Ottawa river have caused work on the Interprovincial bridge to be suspended for about a month. Mr. G. Adgate, managing contractor for the stone work, stated to the Free Press today that the concrete in pier No. 2 would be hard enough by that time to admit of the stone work being placed on it.

29/05/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The interprovincial bridge company is working on the Ontario side of the river. Filling in has commenced and a dry wall is being built. No work has been done on the Hull side of the river as the company's machinery is all under water. The flood is going down rapidly and work on the Hull side will be resumed in a couple of weeks.

The iron work for the bridge is being constructed at Lachine by the Dominion Bridge Co., and will be placed on the piers in September. A map showing the amount of work done on the piers up to April 20th, 1899 has been completed in the company's engineering department.

26/06/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The water in the Ottawa river has now lowered sufficiently to allow the interprovincial bridge company to work on pier No. 6. Pier No. 2 will not be completed for some time yet. The bridge builders expect that it will be ready for the iron work by September.

10/07/1899 *Ottawa Free Press* *Montreal and Ottawa*

The utility of the C.P.R. short line between here and Montreal was evidenced yesterday and last night. Yesterday morning a wash out occurred at St. Augustine station on the north shore line, 30 miles west of Montreal, which prevented all traffic on that line. In consequence of the washout, the Imperial Limited, both east and west bound, were run over the short line, arriving here and at Montreal on time, after going round by Chaudore Junction. Both the east and the west "Soo" trains were also run over the short line this morning. The train from Montreal arrived at the C.P.R. depot twenty minutes ahead of the regular north shore time. The damage has now been repaired and traffic resumed.

14/07/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Imperial Limited, the C.P.R. fast train across the continent passed through here on Sunday last. There was a wash out at At. Augustine on the North shore. Traffic was transferred to the short line.

26/07/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

As to the Interprovincial bridge, Mr. Beemer said the masonry work was practically completed, only half a pier remained to be finished. This would be done as soon as the river subsided a little. The manufacture of the iron superstructure was being proceeded with satisfactorily.

10/08/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

About 60 men will be placed at work on the Ontario approach to the Interprovincial bridge in a few days. Engineer Heney states that it is the intention to rush the work ahead as fast as possible. All the necessary rock cutting and road building from Nepean Point to Rideau street will be completed this fall. The right of way along the crest of major Hill park has been secured, and there is no further obstacle in the way of the work.

The steam hoists and other machinery in use on the Hull side will be put in operation on the Ontario work as the Quebec approach is nearly finished.

15/08/1899 *Ottawa Journal* *Montreal and Ottawa*

Two hour passenger train service between Ottawa and Montreal on the M&O Short Line will be inaugurated by the CPR next week.

17/08/1899 *Ottawa Citizen* *Montreal and Ottawa*

The Canadian Pacific sleeping car service between here and Montreal leaving here at 4.10 a.m. and Montreal at 10 p.m. will be discontinued after Sunday next. The new C.P.R. fast train will arrive here today at 12.15 p.m. This train will be composed of entirely new coaches and one of the most powerful engines on the C.P.R. will pull it.

25/08/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Ottawa*

Mr. John Morrow, the C.P.R. agent, has been in Ottawa this week purchasing right of way for a short line the company is building between the two stations in that city.

25/08/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

There is no doubt but that the new train put on by the C.P.R. short line between Montreal and Ottawa is the finest train in Canada to-day. It is well worth a rtip to the depot here if for no other purpose than to see the train.

26/08/1899 *Ottawa Citizen* *Montreal and Ottawa*

A small staff of men yesterday commenced excavation work to provide an entrance for the Pontiac and Pacific Junction and Ottawa and Gatineau railways to the Central depot from the Interprovincial Bridge. The line will run along the foot of Majors Hill Park and will not interfere with the scenic beauties of that place. The original plans, if carried out, would have had this effect, and would have cut into the park at a number of places. The latest plans, which have been approved, provide for the line extending only along the outskirts of the park. The old stone house at the foot of the locks will have to be removed and a trestle will be erected over the gap near Nepean Point. Engineer Dunne (sic) is in charge of the work. It is proposed to shortly increase the staff of men engaged in the work of construction.

02/09/1899 *Ottawa Citizen* *Montreal and Ottawa*

The first move towards bringing the line of railway from the Interprovincial bridge into the city was made today. Seventeen men started to make the grade immediately north of the Dufferin bridge. They are under the foremanship of Morris McWilliams. The work is being started just where seventy-six years ago, some filling was done to make the roadway up to Rideau street. One who saw the work done, John Shorey, was present his morning when operations commenced. Several feet below the surface was found some hemlock bark, in a perfect state of preservation, where it had lain for over three quarters of a century.

From the Interprovincial bridge to the Union depot will be a double track situated on a roadbed thirty-six feet wide. To accommodate these, a section of the wall flanking Major's Hill park at the southern end, about twelve feet in depth, will have to be cut away. For ninety feet in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin Bridge has already an open space through which the rails may run, but it will be necessary to construct an arch beneath the Sappers Bridge. This will be done of stone and iron.

08/09/1899 *Eastern Ontario Review* *Montreal and Ottawa*

A slight accident to the engine of the C.P.R. fast express on Saturday evening delayed the trains several hours.

16/09/1899 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Pontiac and Pacific Junction railway is making good progress on the work of preparing an entrance for its line to the Central depot along the foot of Major's Hill park. A staff of men is busily engaged in making the necessary excavations and rails have been distributed during the past week between Nepean Point and the depot. On the Interprovincial Bridge very satisfactory progress is being made and the stone and masonry work is advancing towards completion. The iron superstructure is in course of manufacture by the Dominion Bridge Company and will be completed during the winter. It will be placed in position as soon as possible and the line bridge will then be ready for traffic.

26/09/1899 *Ottawa Free Press* *Montreal and Ottawa* *Hurdman roundhouse*

The Canadian Pacific railway has commenced the erection of a round house at Hurdman's bridge. It will be located between the C.P.R. and the C.A.R. bridges and will have four tracks leading into it.

06/10/1899 *Ottawa Citizen* *Montreal and Ottawa*

Good progress is being made on the railway construction work below the Dufferin Bridge. Two lines of track have been laid on which the waste material is carried away. Dump carts are also pressed into service for this purpose. Daily, Dufferin Bridge is lined with a throng of curious ones watching the workmen below.

06/10/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The condition of the road leading to the C.P.R. station is simply disgraceful. Unless something is done very soon the road will be impassable. The breaking down of vehicles is a common occurrence on this piece of road. The worst piece lies in the township of West Hawkesbury.

17/10/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Mr. H.J. Beemer, president of the P. & P. J. and Gatineau railways, is in the city. Seen by the Free Press, Mr. Beemer stated that everything was going along most satisfactorily towards the completion of the branch of the P. & P. J. railway, between Ottawa and Aylmer and the Gatineau Railway northwards to the village of Maniwaki.

"These works," said Mr. Beemer, "together with the interprovincial bridge, are all going along nicely, and will be completed at the same time next summer. Their intended completion at the same time has been an important aim of our companies, and, I think a most advisable one, too. It is a mistake to unduly hasten to completion any of the works in particular when it is known that they are to be operated to the advantage of each other. For instance, the interprovincial bridge would be off little service now, compared to what it would be if there were ready railway communication to run over it, and this railway service is being pushed along just as rapidly as to have it completed at the same time as the bridge. In order to do this we found it necessary to increase the number of men, both between here and Aylmer and above Gracefield on the Gatineau line, and this has been done. However, this is a matter of engineering calculation, and the labor and material required for the respective works, is left entirely with the civil and mechanical engineers in charge of the enterprises.

21/10/1899 *Ottawa Citizen* *Montreal and Ottawa* *Rideau Canal locks*

The greatest interest is being taken in the railroad construction work being carried on below Sappers Bridge and along the canal. Good progress is being made as the weather continues fine. The contractors complain of a dearth of laborers, however, and are not able to rush the work as fast as they would like to. The rock cutting made necessary to establish a right of way necessitates extensive blasting operations which are carried on night and day. Danger signs are placed at the north end of Major's Hill park and men are almost constantly sounding warning blasts on the fog horns.

02/11/1899 *Ottawa Citizen* *Montreal and Ottawa*

--Here where the workmen cling like flies to the face of the cliff below Major's Hill park and opposite the foot of the locks, picking away and blasting the time work rock, a veritable mare's nest was found a short time since. --

Very flowery

picks struck massive masonry--

four large slabs of dressed stone placed in position as though sealing the mouth of a cave, treasure house or tomb.--

disclosed only a very small chamber, empty as a melon patch after a Negro festival--

Spring of clear bubbling water--

--this was Colonel By's spring, which in the early days of Bytown, was known far and wide for the purity of its crystal stream.--

10/11/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Reeve Flood has been examining the road leading to the C.P.R. station this week. He will endeavor to have some repairs made if the C.P.R. company will lend some assistance.

10/11/1899 *Ottawa Journal* *Montreal and Ottawa*

The CPR has decided on building a spur line from a point up near Dalhousie Ward on the old St. L&O Railway tracks to the new CPR roundhouse at Hurdman's Bridge. The work of construction will shortly commence. The tracks of the new line will run down across Dalhousie Ward, through Ernest and Clemow Street, across Patterson Creek, along George Street (Stewarton) back of the Metropolitan grounds, and will strike Ottawa East at the canal on the Patterson property, north of the Graham property, will run down between the O'Gara and Graham properties, through McDermott's and Lees premises to the roundhouse. This will necessitate the filling in of part of Paterson's Creek, and the construction of a new railway bridge across the Canal.

The railway company has purchased the right of way through some of the necessary properties and secured options on the rest. The right of way alone will cost between \$60,000 and \$70,000.

The new line will be built for the purpose of shortening the distance between the CPR roundhouse on Richmond Road to the roundhouse at Hurdman's bridge, which will be used for housing the engines of the short line between Ottawa and Montreal. A shortening of distance to the extent of about 12 miles will thus be effected.

27/11/1899 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

A great many people yesterday visited the construction works of the Interprovincial Bridge on the Hull side. Details of wooden structures supported by four scows.

The Hull Electric Company have built a spur line from Laurier Avenue to the bridge for the unloading of the iron.

No expropriation has been made in Hull yet.

01/12/1899 *Eastern Ontario Review* *Montreal and Ottawa*

A fast train went over the C.P.R. short line Sunday. The company think that the engineers are not making the best time possible on these trains, so an inspector was sent over the road to make a test.

14/12/1899 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

The work on the construction of the approaches to the Interprovincial bridge will go on during the winter months so that they may be expected to be advanced pretty well to completion during the springtime.

The Dominion Bridge Company have just finished building two trusses on the Hull side ?? erected on barges, and the work on the superstructure will be started upon the arrival of the next consignment of iron from the company's establishment. Mr. H.D.N. Bush is the resident engineer for the work and Mr. Findlay superintendent.

15/12/1899 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. have shipped 14 car loads of gravel to the station here for the purpose of making a road from Vankleek Hill to the depot. The township of West Hawkesbury have had men at work this week drawing the gravel. It is thought that when this is properly spread the road will be made tolerably good.

13/01/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The winter's work on the Interprovincial bridge and approaches is both interesting to the general public and profitable to the working men engaged thereon. The work along the cliff front is rivaled in point of interest now by that on the bridge proper. On the Hull side of the river the iron work is being placed in position and already the spans rise to an imposing height in the air. The progress during the next few weeks promises to put an entirely different front on the whole structure. Experts on bridge building are engaged on the structure and the ease and confidence with which they work at dizzy heights leaves a great impression on the spectators below. Special machinery has been brought to the aid of the workmen, and the largest girders are handled with comparative ease.

09/02/1900 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Thanks to Mr. Spencer

At the last meeting of the council of West Hawkesbury, held at Vankleek Hill, it was moved by Councillor Simpson, seconded by Councillor Lothian, that a vote of thanks be tendered C.W. Spencer, General Superintendent of the C.P.R. for the ballast so generously given by him to the municipality for improving the road between the station and Vankleek Hill town. The resolution was unanimously adopted.

09/02/1900 Ottawa Citizen Montreal and Ottawa Sappers Bridge

Within a few days workmen will proceed to tear away the masonry supporting Sapper's bridge to provide a passageway to the Central depot for the tracks entering by way of the new interprovincial bridge. The passageway will be 36 feet wide and the full height of the bridge. The latter will be supported by ten immense iron girders, 39 feet in length, two feet high and one foot in width. The girders have arrived and the work will be rushed to completion which, it is expected, will be around April 1st. The masonry in Sappers bridge is of an unusually solid character and the opening of the proposed passageway will entail great labor. It is not known whether the bridge is built of solid masonry or filled in with loose stone. In the latter case the expense and work involved will be all the greater. The girders under Dufferin bridge are six in number, but on account of the increased traffic over Sappers bridge, it was deemed advisable to put in extra ones under that structure.

Logs and timbers are now on the ground to be used in the erection of temporary supports. Arrangements with the government have not been completed for the handling of traffic over the bridge when the construction work is being proceeded, but it is likely that the bridge will be closed against vehicular traffic which will be turned on to Dufferin bridge.

A gang of 220 men is now engaged on the work and the track level has been hewn out through to Sappers bridge ready for ballasting and track laying.

A scheme has been mooted to cover in the space between Sappers and Dufferin bridges and to lay out a square level with these structures. As yet, however, the government has not arrived at any decision in the matter. This square would provide a beautiful breathing spot in the heart of the city and do much to enhance its beauty, as well as to offset the disadvantages arising from the railway traffic below. It has also been suggested that the increased bridge accommodation be thrown open for traffic which is now quite congested particularly on Sappers bridge.

12/02/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Yesterday work was pushed ahead on the Interprovincial bridge. A gang of 200 men were engaged removing the pontoons and superstructure and placing them in position between the piers nearer the Ontario shore. During the day some 2,000 people from Ottawa and Hull visited the scene of operations. Sir Wilfred Laurier drove across during the afternoon.

01/03/1900 Ottawa Free Press Montreal and Ottawa Sappers bridge

Arrangements are now complete for the prosecution of the work of making a passage way for the railway under Sapper's bridge to the Interprovincial bridge. While the work is in progress the north half of the bridge will be closed to passengers and vehicular traffic, although provision will be made to allow the electric cars, the tracks of which are on the side of the track, (sic) to run. The wooden trestles to be used while the old stone work will be taken away and the steel girders erected instead, are now on the scene, and the work proper will be started in the early part of next week. It will be carried out under the supervision of Mr. Frank Hibbard, engineer.

26/04/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

An increased staff is now engaged on the interprovincial bridge erecting the iron work and making rock excavations. A large steam drill is being used at the stone work at Nepean Point. Operations are so far advanced that the usual rise of water in a few days will not interfere with the work to so great an extent as formerly.

04/05/1900 Eastern Ontario Review Montreal and Ottawa Pendleton

Wants damages.

Mr. J. Therrien has taken an action against the C.P.R. for \$50 damages for killing a horse. Mr. Therrien's daughter was driving the horse at the time the train struck the animal. Miss Therrien was uninjured. The case is likely to be tried in Plantagenet. Mr. F.W. Thistlethwaite, solicitor for the C.P.R., will defend the C.P.R. in this case.

18/05/1900 Eastern Ontario Review Montreal and Ottawa Pendleton

Jury Failed to Agree

The suit of J.A. Gtherien against the C.P.R. for \$60 damages for a horse killed last July, has not yet been settled.

The case was tried by Judge O'Brian and a jury in Plantagenet on Wednesday last.

The jury could not agree. Two were for dismissal of the suit and three were in favor of the plaintiff.

The jury was composed of Messrs. A.A. Allen, B. Anderson, Geo. Barbarie, O. Bissonnette, P. Boileau. The two first named were for dismissal of the suit. The horse of the plaintiff ran away some time last July and was killed on the track of the C.P.R. at the second crossing west of Pendleton.

About a dozen witnesses were examined. The judge charged in favor of the defendants.

Mr. Larose of Constantineau & Larose appeared for the plaintiff, and F.W. Thistlethwaite for the defendants.

05/06/1900 Ottawa Free Press Montreal and Ottawa

No time has been lost in constructing the subway under Sapper's Bridge for the railway approach to the Interprovincial bridge since the work was commenced a short time ago. Men have been engaged almost night and day on the work, and it is expected by the engineer, Mr. Dunn, to be completed in the course of two or three days.

The portion of the approach between the subway and the Interprovincial bridge along Major's Hill Park and Nepean Point, is also well under way. It is calculated that this will be finished a little time before the completion of the bridge.

Just as soon as it is completed steps will be taken to beautify the edges of the cliff by foliage and to make it even more picturesque than before the railway enterprise was started.

08/06/1900 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The high water in the river has interfered to some extent with work on the Interprovincial bridge but the pontoons have been moved from the Ontario side and placed in position further out in the stream to enable the men to proceed with the work on the cantilever span. Construction work is now being pushed ahead on both sides of the bridge.

08/06/1900 *Ottawa Citizen* *Montreal and Ottawa* *Sappers bridge*

In a month's time it is expected the excavation work under Sapper's bridge will be completed and the whole bridge thrown open to traffic. Already five out of the eight large girders have been placed in position to support the bridge. These are 34? feet long, 8 inches wide and 24 feet high. Nearly 25,000 cubic feet of rock has to be removed to make an opening the necessary width and height. Inside the supporting walls under the bridge loose rock was piled by the early builders and this was topped off with about a foot of clay. The workmen now engaged in removing this rock are building new walls of rock the full depth of the bridge, 24 feet.

Work was started on may 7 and a gang of 16 men have been engaged steadily ever since.

15/06/1900 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. gang of painters reached here this week. As a result the station and surroundings look much brighter and cleaner.

29/06/1900 *Eastern Ontario Review* *Montreal and Ottawa*

C.P.R. Roadmaster J. Shanks and Mr. J. Morrow, of Hawkesbury, with a force of men were making tets of the gravel on Mr. Alex McRae's farm, known as the McCormick farm, at the Ridge, this week with a view to purchasing if suitable for ballasting purposes.

27/07/1900 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

Joseph Roy, aged about 21 years, a son of Mr. Roy of Plantagenet was run over and killed by the C.P.R. fast train to Ottawa on Wednesday morning last. The accident happened about two miles from Pendleton station.

The young man was lying on the track and was not noticed until it was too late to stop the train. He was cut to pieces.

Coroner Lawior was immediately telegraphed for and left for the scene on the C.P.R. evening train from here the same day.

Roy was employed as an assistant at the Plantagenet station. He attended a wedding party the night before and it is supposed he was returning from this.

His skull was fractured and both legs broken.

09/08/1900 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

Every day large quantities of iron are arriving for the Interprovincial Bridge. And a large gang of men are working on putting it in place.

On the Hull side there is still a great deal of work to do. There is a trestle to build and also overhead crossings of five or six streets. But in another month it is likely the iron will stretch unbroken from shore to shore.

Half the big span of 556 feet is already built and projects over from the pier. That is 278 feet of the bridge projects into the air, supported but at one end. This is likely the greatest strain the bridge will ever have, yet in the big wind storm the other day the engineers say the vibration of this span was not visible.

07/09/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

On account of the high wind, work had to be suspended on the higher trestle work of the interprovincial bridge today. It is expected the iron work will be completed in about four weeks. All the decking or woodwork on the approaching trestle work on the Ontario side has been completed. A derrick will be placed in position to hoist the timbers for the flooring of the bridge proper from Nepean Point. Workmen are now engaged building an abutment at the southeast corner of the Coffin homestead where the railway line will lie. About eight feet will be taken off this corner and the homestead will remain standing.

07/09/1900 *Eastern Ontario Review* *Montreal and Ottawa*

Therrien vs. C.P.R.

At Plantsagenet next week the case of Therrien against the C.P.R. Company, in which he claims damages for a horse killed near Pendleton, will come up again for trial. It was tried before but the jury disagreed and a new trial was ordered. Judge Constantineau will preside at the trial

21/09/1900 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

If truth is in the report that Vankleek Hill is to be made the central terminal point on the C.P.R. short line, it is a good thing for Vankleek Hill. It will mean the influx of some new permanent citizens and the erection of some new houses in town.

It will give early access to the Montreal and Ottawa produce markets and make this a much better and more widely known town.

This is the half way point between the two cities and the most important town, so that there would appear to be some truth in the intended move on the part of the C.P.R. authorities.

On another page

Vankleek Hill is likely to be made the central point on the C.P.R. short line between Ottawa and Montreal.

The C.P.R. surveypr and the right of way agent of the C.P.R. were here this week endeavoring to secure the property to build a "Y" at the C.P.R. station.

The object of this would be to make this a terminal point for the freight and mixed trains instead of plantagenet as heretofore/

If this is done by the company, Vankleek Hill will have very early connectins with Ottawa as well as Montreal. It will also bring some citizens who will be in the employ of the C.P.R.

25/09/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

When twenty feet more of iron work is erected the north and south sections of the Interprovincial bridge will be joined. The great structure will then be largely completed. All the heavy iron work is in position and the bridge constitutes one of the finest pieces of engineering work in the country. After the two sections are joined considerable work will have to be done putting down walks and railings.

10/10/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Foot passengers are now crossing the river on the interprovincial bridge though the planking has not all been laid. Venturesome youths made the trip on the connecting iron work yesterday.

13/10/1900 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Hull - the travelling crane and trestle work at the Interprovincial bridge is being taken down.

10/11/1900 *Ottawa Citizen* *Montreal and Ottawa*

The CPR smashed all the local speed records this morning. A special train on the Short Line, bringing Lord Strathcona from Montreal to Ottawa, made the 112 miles in 100 minutes.

Lord Strathcona was met by Sir Wilfred Laurier and lunched with the premier at his residence on Theodore Street.

The train ran through yards, over railway crossings and was forced to slow down several times so that the run is considered phenomenal. Engine 210 drew the train and was in charge of Engineer J. Smith and Conductor A. Chapman. The run was made over heavy track, snow having fallen for over twelve hours.

16/11/1900 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Flying Trip

Lord Strathcona passed through here on Saturday last on a C.P.R. special from Montreal to Ottawa. The distance of 111 miles was made in 111 minutes, or 1 hour and 51 minutes. The distance from Montreal to Vankleek Hill was made in 58½ minutes and here to Ottawa in 52½ minutes.

Drawing of bridge and summary. Largest span, diamond drilling.

The Gatineau Railway uses Canadian Pacific tracks from Hull to the Union depot. The Hull Electric Railway does not touch city limits although it connects with the OER. The Pontiac line only runs to Aylmer, and it is being built as far as Hull, and when the bridge is ready, Pontiac and Gatineau trains will cross the structure and deposit their passengers and freight in the Capital. Men are now engaged making the connections for the two railways. The Gatineau line tunneling under the Canadian Pacific railway tracks in Hull to reach the bridge.

It is expected that the first construction train will cross the bridge in December and the regular traffic may begin in January 1901. --

There has not been a serious accident among the men employed by the railway company, but one man employed by the bridge contractors was killed by a fall. The Pontiac line is graded for five miles and several miles of track have already been laid. The company is not rushing the work because it is not desired to have the road completed before the Hull terminals are ready.

29/11/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Foot traffic is now well established on the Interprovincial bridge and as a consequence very little patronage is extended the ferry boat.

12/12/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

For the first time since the big structure has neared completion a locomotive was run over the Interprovincial bridge this afternoon in connection with the construction work. The rails were laid some days ago and everything went off smoothly. The official test, however, will not take place for about three weeks when some of the heaviest engines in the city will be run over the bridge. The construction work is now receiving the finishing touches under the direction of Engineer Dunne (sic) and by the end of the month it is expected that trains will be running into the Central depot.

17/12/1900 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Several work trains have passed over the Interprovincial bridge since the first one on Wednesday last. The trains were engaged in bringing supplies for the workmen.

Many people visited the new Interprovincial bridge yesterday and admired the structure.

25/01/1901 *Eastern Ontario Review* *Montreal and Ottawa*

Two C.P.R. inspectors made an official visit over the short line this week. They found everything O.K. in this section.

28/01/1901 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Strike of C.P.R. Trackmen

The strike of C.P.R. trackmen continues. The company claims that some of the men are returning and the leaders of the strikers deny this. As far as this district is concerned the majority of the men are out. The section between here and Rigaud has been patrolled for the past week by Messrs. Wm. McInnes, Chas McInnes and R.D. McLaurin.

On Monday night Mr. C.W. Spencer went over the line in a special train and urged the men to return to work. Some of them promised to do so. On Tuesday we learn that some of them kept their word. The gang at Rigaud was reported on duty also a few other men. The Vankleek Hill gang is still out this (Wednesday) morning.

In connection with the C.P.R. strike in this section a good story is told at the expense of one of the men at St. Eugene.

Mr. C.W. Spwncer, the superintendent of the Eastern division was persuading this man to return to work. He hesitated long and then replied. "I would for go to work me but I'm afraid for my life."

Mr. Spencer replied "Well my man. What good is your life to you if you are starving?"

Quick as a flask the workman replied "Dats all very well but for what good my life for me when I am dead." The superintendent gave him up.

31/01/1901 *The Record, Chesterville* *Montreal and Ottawa* *Pendleton*

Plantagenet Jan. 24. A fire occurred at Pendleton station on the CPR last night, burning the store house owned by Henry Moffatt and the Canada Hay Company in the first owned; Mr. Dwyer of Ottawa had between 3,000 and 4,000 bushels of grain ready for shipment and in the second were about 12 tons of hay, all of which was consumed. A car loaded with hay for Mr. Way of Rockland was also burned. It is stated that the loss is partially covered by insurance.

26/02/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The new Interprovincial bridge was inspected yesterday afternoon by City Engineer Kerr and the members of the railway and lighting committee. The structure was found to be satisfactory and conforming with the plans and specifications. A start was made from the Central depot and the bridge with the approaches on both the Ottawa and the Hull sides was carefully gone over. The work being regarded as complying with the by law, the city engineer will issue his certificate. As soon as the certificates are received from the Dominion and provincial inspectors the bridge will be thrown open for public traffic, probably at the end of the present week. The bonus of \$150,000 will be paid very shortly.

Besides the city engineer, Ald. Masson, Davidson, Taggart, Poulin, Hopewell, Hill and Messrs. H.J. Beemer and Guy Dunne (sic) were present.

05/03/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Interprovincial bridge will likely be thrown open for public traffic today, although the formal opening will be deferred until later on. Mr. Dunne (sic) chief engineer of the bridge works, stated today that the bridge will be opened immediately after the city engineer gives a certificate approving of the work, and such will be sent to city council by Mr. Kerr tonight. The certificates of the Dominion, Ontario and Quebec governments have already been received. The structure is fully completed and only needs opening to ensure a full traffic.

Mr. Collingwood Schreiber C.E., to whom was referred the dispute as to the height of the fence between the railway tracks and the roadway, has decided to approve of the work in its present form instead of ordering a fifteen fence as suggested by the city engineer. The four foot fence at present provided is the same height as on the Victoria bridge at Montreal.

01/04/1901 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

If the present expectations of the Ottawa and Gatineau and Pontiac Pacific Junction Railway are realized the trains on these lines will be running over the Interprovincial Bridge on April 6th. The date for the formal opening of the bridge has not yet been decided upon but from present indications it will probably take place about a week later. His Excellency the Governor General and Premier Laurier will officiate at the ceremony.

Landslide at Hudson.

A small landslide caused by the spring floods at Hudson on the C.P.R short line blockaded the tracks Thursday evening (11/4) for a couple of hours. The material was easily removed and outside of the delay to the local, passenger train traffic was unimpeded.

The C.P.R, short line to Ottawa was practically tied up on Monday (8/4) last owing to the track being under several feet of water at Cobb's lake. The fast trains in the morning were several hours late. In the afternoon they were cancelled altogether. The service between Montreal and Plantagenet was kept running by the crew of the mixed train.

The Canadian Pacific fast train from Ottawa was over two hours late in arriving at Windsor station Montreal. The reason was that the flyer had run for about two miles and a half on tracks submerged under two and sometimes four feet of water. This flooded section is near Pendleton station, about thirty miles this side of the Capital. The train which left Ottawa at 9.05 a.m. and is due in Montreal at 11.20 did not reach Windsor station until 12.55 this afternoon as it took about an hour to cover the lake like expanse of country. In places the water was almost deep enough over the tracks to touch the car steps. Fences along the track were completely submerged, and the water was within six feet of the telegraph lines. People in the district are making their way about in boats and some farm houses are completely isolated. Owing to the good condition of the road the trains continue to run over the tracks at a very moderate rate of speed, but if the water rises much more they will have to be discontinued. It is believed that the high water mark has been about reached, as the snow is nearly all melted.

15/04/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The first runaway took place on the new Interprovincial bridge yesterday afternoon between three and four o'clock. An approaching train, which no one expected, frightened a horse driven by Mr. Lahaise, a furniture dealer, Rideau street. The horse became uncontrollable and dashed across the bridge at terrific speed. Mr. and Mrs. Lahaise jumped from the rig, the latter suffering a severe shaking and being stunned for a while.

The horse was stopped on the Hull side by dashing into a buggy occupied by Mr. and Mrs. James Codd who were out enjoying a drive. Mr. Lahaise's rig escaped without damage while the wheel and back axle of Mr. Codd's buggy were badly twisted.

There were a great many pedestrians on the bridge at the time and there was a lively scurrying for safety.

The incident serves to emphasize the danger which exists by not having the foot walk fenced off in some way from the vehicular roadway.

19/04/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Testing the Bridge

The new Interprovincial Bridge Structure stands the trial

With four heavy locomotives and ten flat cars loaded with stone and steel rails resting on the long span, the new Interprovincial bridge only gave a couple of inches.

A large crowd was present to witness the test and great interest was displayed regarding the testing of the new structure.

Engineer G.C. Dunn states that he was highly pleased with the manner in which the bridge stood the trial while the deafening screams from the whistles of the locomotives indicated the delight of the railway men.

The first train will arrive from the Gatineau district at the Central Depot on Monday. This will be a passenger train and for the present the freights will come to Union Depot as formerly.

22/04/1901 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge Engin*

New bridge is opened

First regular train from the Gatineau Valley arrived at the Central Depot this morning.

The first regular train of the Ottawa, Northern and Western Railway, formerly the Gatineau Valley Railway, passed over the new Interprovincial Bridge and arrived at the Central Station this morning. The trip from Hull station was made in 9 minutes and the train arrived in Ottawa at 9.30 a.m. Among those who boarded the train at Hull were Messrs. P.W. Resseman, general superintendent; Guy C. Dunn, chief engineer; J.R. Brennan, road master; H.R. Lyons, accountant; A. Henderson, Superintendent of construction; A.W.H. Stimpson, assistant engineer; Major S.M. Rogers; Ald. Desjardins; W.A. Clark; C. Olmstead; W.R. Taylor, secretary-treasurer for the Hull Electric company; and the press representatives. The crew who had charge of the train were Messrs. H.T. Hoolihan, conductor; Wm. McFall, engineer; T. Hoolihan, baggageman; R. Morrison, fireman; John Gravel and T. Charand, brakemen.

Traffic on this train was heavy, seventy-eight tickets being sold between Gracefield and Ottawa. The first ticket sold from Hull to Ottawa was purchased by Mr. John Lauzon, of Ste. Hyacinthe Street, Hull.

Each passenger on board was presented with a neat souvenir badge bearing the inscription "First regular train over the Interprovincial Bridge, Ottawa, Northern and Western Railway. Souvenir. April 22, 1901." The cars have been overhauled and repainted deep green colour and present a handsome appearance.

The entrance to the bridge at Nepean Point was thronged with enthusiastic spectators as was also the platform at the Central Depot. where congratulations were extended to the officials of the road.

More about commuter ticket rates from the Gatineau.

23/04/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge Engin*

The Interprovincial bridge was opened for railway traffic yesterday morning when the first train of the Ottawa, Northern and Western railway, formerly the Ottawa and Gatineau, crossed to the Central depot. The handsome engineering structure was decorated with flags as was also the locomotive and cars of the train, which was the regular morning express from up the Gatineau.

At the Hull station a large number of passengers got on, Mr. John Lauzon being the first to purchase a ticket for a passage over the new bridge. Several of the Ottawa and Hull aldermen and the officials of the railway were on board. The distance between stations was covered in just seven minutes, the train arriving sharp on time. Conductor Hoolihan was in charge and the engineer was Mr. W. McFall.

As the train entered on the bridge Mrs. Noel Valiquette, of the Cottage Hotel, smashed a bottle of wine on the locomotive. A big crowd stood on the Dufferin bridge and watched the inauguration of traffic on the line. There was no formality. A souvenir of the trip in the form of a badge was presented to all of the passengers and guests.

All passenger trains on the line will hereafter run into the Central instead of the Union depot. The train from the Gatineau will arrive at 9.35 a.m. and leave at 5 p.m.

25/04/1901 *The Equity, Shawville* *Montreal and Ottawa* *Interprovincial Bridge*

On Thursday last the new interporvincial bridge at Ottawa was tested with four heavy locomotives and ten flat cars loaded with steel rails and stone. This immense weight was allowed to stand on the long centre span whichw as only depressed a couple of inches. The test was considered highly satisfactory.

Gatineau passenger trains will run into the central depot over the bridge this week.

10/06/1901 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Alfred Peat Bog

The new Government peat bog at Alfred is to be operated forabout 3 months more during which time several thousand tons of peat will be produced. Part of this will be transported for use in the peat gas producer plant in th city and part will be sold to the neighborhood for local use. Mr. Anrep, the Sweduish expert, who is in charge of the plant, will continue his investigation into the resources of the Dominion of Canada after the plant closes down for the season.

C.P.R. trackmen out on strike

Montreal June 17. - The strike of the C.P.R. trackmen from the Atlantic to the Pacific was inaugurated this morning.

All the men on the short line between Ottawa and Montreal are out. The men are getting \$1.15 a day and ask for \$1.50.

As a result there is only one train a day running between Montreal and Ottawa. The train goes to Montreal from here in the morning at 10.05 and comes back at 5.27. The mixed runs between Vaudreuil and Plantagenet.

04/07/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Workmen are engaged shifting the sidewalk leading to the Interprovincial bridge on the Hull side. The work for a distance of about 25 yards will be moved two feet. This is being done to provide an easier course for the electric tracks leading from Ottawa. None of the wires have been strung as yet and the track laying is not yet completed. Cars will not be running for several days yet.

05/07/1901 Eastern Ontario Review Montreal and Ottawa

The C.P.R. strikers.

There is absolutely nothing new to report in the strike of the C.P.R. trackmen. The men on this branch have not returned to work and appear confident of winning. Trains are running on time and the company shows no signs of being likely to give in to the demands of the men.

Another lot of men were engaged at the local superintendent's office Wednesday morning. Some of these were sent north in the afternoon.

12/07/1901 Eastern Ontario Review Montreal and Ottawa Plantagenet

The Good roads train

The Good Roads train promptly started work on Monday and Tuesday of this week. Mr. J.G. Devitt, of Greenwood, the expert who is in charge of the construction of concrete culverts, has been at work for over a week. He has already completed all the pipes that are required for the Gananoque section. The train will visit the following places where specimen good roads will be built: Gananoque, Lansdowne, Iroquois, Alexandria, Plantagenet, Newington, Bells Corners, Carp, Eganville, Pembroke, Almonte, Kemptville and the train will then return to Hamilton.

27/07/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The City of Ottawa by virtue of an agreement entered into on Dec. 14, 1893, signed on behalf of the Pontiac and Pacific Junction Railway by Mr. H.G. Beemer and H.L. Maltby, secured control of the tram and streetcar franchises over the Interprovincial bridge. The consideration therefore was a bonus of \$130,000. The railway authorities have undertaken to ignore the city's vested rights in this respect and have entered into an agreement with the Hull Electric Railway to allow that company to use the bridge without any reference to the city whatever.

Sets out the clauses--

If the above means anything it is that the city controls the terms on which the bridge highway shall be used by street cars and any arrangements must be submitted to the city and ratified by a by law. The railway company now endeavors to explain its position by stating that the Hull Electric cars, while on the bridge, are P. & P. J. cars and not street or tram cars. That question may be a nice one for the courts, but if they are P. & P. J. cars they should run on P. & P. J. tracks and not on the bridge highway which is specifically mentioned in the agreement as being under the control of the city.

When Mr. Maltby evolved his ingenious argument that the Hull electric company's trolleys by a Jekyll - Hyde transition become P. & P. J. cars the moment they touch the bridge he overlooked the large and extremely ugly advertising sign which, for some reason is allowed to disfigure the eastern end of Sappers Bridge explicitly contradicting Mr. Maltby.

The principle involved in the enforcement of the agreement may be a matter of the utmost importance in the future as the population of both cities increases. The time to settle the question is now, and the question is: Which controls the franchise rights for street railways to use the bridge, the city of Ottawa or the railway company?

According to the experience of a Citizen reporter the P. & P. J. railway issues tickets which it won't accept on its own cars - that is supposing Mr. Maltby's statement to be correct.

If you see a big sign at the end of Sappers Bridge saying, "This way to the Hull electric railway," and you see a trolley car marked "Hull electric railway," pointing towards Hull. You must understand that the car is not Hull electric car. It isn't 'cause Mr. Maltby told us so.

08/08/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Mayor Morris has had several conferences with Mr. H.J. Beemer regarding the naming of the beautiful new bridge from Hull to Nepean Point which he constructed. The mayor has been urging Mr. Beemer to call the new structure Alexandra bridge in honour of the present Queen-Empress, and that it be officially opened and christened by the Duke of York. The mayor points out that the Victoria bridge at Montreal was opened by the Prince of Wales, our present King, and was named after his mother, our late beloved Queen. The mayor thinks that there could be no more fitting opportunity than to have the son of our present Queen-Empress dedicate and formally open the beautiful new bridge which now joins the cities of Ottawa and Hull. The whole function could be performed from parliament hill in rear of the library by the touching of an electric button by the Duke and instantly the name would appear in colored electric lights on the bridge from the Hull to the Ottawa side. If desirable, Mr. Beemer himself or some member of the reception committee could touch another button and a blazing motto of Welcome to the Duke and Duchess would appear. The mayor believes that the suggestion will be seriously considered by Mr. Beemer and probably carried out.

09/08/1901 Eastern Ontario Review Montreal and Ottawa Barb

13 Sheep Killed

Mr. Wm. LeRoy, of Barb, suffered a very heavy loss on Wednesday evening of this week. The Canadian Pacific 5.23 train dashed into a large flock of his sheep killing thirteen and mangling a number of others so badly that they had to be killed. The loss is a very heavy one as they were all pedigreed sheep. Through an oversight the gate from the sheep pasture leading over the track was left open and the sheep wandered on to the track.

09/08/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Mr. Warren Y. Soper today made a suggestion, which, if carried out, will provide a far finer entrance for the Royal party than has hitherto been contemplated. Mr. Soper thought that it was possible that the Royal party would come from Montreal on the North shore line. A switch would be laid from the CPR tracks to those of the Ottawa Northern. Then the Royal train would enter the city over the Interprovincial bridge and go along the canal bank to the Elgin street depot. If this is done the CAR will keep the tracks along the canal bank clear of other trains, in order that the magnificent view that this entrance affords will be clear for the Royal visitors. This suggestion, it is said, will in all likelihood be adopted.

10/08/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

As was announced some time ago when the decision was agreed upon by the committee, the royal party, unless present plans are changed, will come to Ottawa by way of the North shore line of the C.P.R. and cross the Interprovincial bridge thence proceeding to Elgin street. When the matter of entrance was discussed the suggestion was made that the train be brought up the north shore, cross at the C.P.R. and be taken around by Chaudiere Junction to Elgin Street station. , but the C.A.R. officials who were present did not favor that route. The Interprovincial Bridge route was then unanimously agreed upon. It is said to have been originally suggested by Her Excellency on account of its picturesque ness.

Mr. W.Y. Soper, chairman of the transportation committee, is heartily in accord with the decision arrived at and arrangements are now being made to carry it into effect.

21/08/1901 Ottawa Journal Montreal and Ottawa Hull Beemer

Work on Hull's new Union Station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere Street at the juncture of the Ottawa, Northern and Western and the PP&J Railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

17/09/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The sweep of yesterday's tornado was felt most heavily in the Ottawa river and one of the worst effects was the havoc wrought to the special decorations on the Royal Alexandra bridge. The elaborate electric installation which was to have blazon forth the name in letters of fire was completely wrecked. The whole mass of wiring, framing and supports was torn from position and swept over the bridge, temporarily suspending traffic on the bridge and entailing a loss of at least \$2,000 in electric work. To repair the damage in time to have the full electric display on Friday night, as contemplated, will tax the efforts of the contractors.

21/09/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Account of the Royal visit. "At 11.30 the Royal party drove over the Alexander bridge and through Hull..."

23/09/1901 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

Account of Royal visit. "As the canoes passed under the Royal Alexandra bridge there was a large crowd waiting for the Royal party"

25/09/1901 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Sharp on time the royal section started westbound at 12.30 o'clock. The train went out by the Central station, across the Interprovincial bridge, through Hull and across the Suspension (sic) bridge over the Chaudiere. This not only gave the royal party opportunity to see some of Ottawa's best scenic environments, but avoided passing through lumber yards and the shunting that would be necessary to reach the C.P.R. track. The conductors on the trains will go as far west as North Bay where a change will be made. The engineers will be changed at Chalk River.

13/12/1901 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

A large addition has been made to the C.P.R. freight shed here. The old one had become entirely too small for the quantity of freight now arriving at this station.

01/02/1902 Ottawa Citizen Montreal and Ottawa

The crossing dispute

Argument was heard yesterday in the Court of Appeal

Toronto Jan 30. The case of the Montreal and Ottawa Railway company vs. Ottawa, involving a crossing on the Richmond road, over which there was such an exciting time between the city police and the railway authorities, was up for argument today in the court of appeals. Argument was still in progress when the court adjourned and will be concluded tomorrow. Mr. Veity represented the city and Mr. Nesbitt and Mr. Curir the railway company.

21/02/1902 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Strange Ideas

The C.P.R. authorities still persist in carrying out the most ridiculous arrangements of trains that can well be imagined. The crossing of two trains out in the country and compelling passengers to wait at the depot is about as senseless a thing as could well be thought of. Surely someone can convince the authorities of the C.P.R. that nobody is served by the trains crossing at Stardale instead of at Vankleek Hill, and that all of the passengers are inconvenienced.

19/03/1902 Ottawa Journal Montreal and Ottawa Ottawa East

Good Ticket Wrong Train

An Ottawa lady who says she bought a Canada Atlantic Railway ticket for Montreal and who then boarded a Canadian Pacific railway train at the Central station and was put off in a steep embankment in Ottawa east is suing the Canadian Pacific Railway for \$1,000 damages. The lady is Miss Olivine Schinck and Mr. J.R. Osborne, barrister, represents her.

Miss Schinck alleges that she bought a Canada Atlantic railway ticket to Montreal on December 14th, 1901, and boarded a Canadian Pacific train, but when the train was passing through Ottawa East and was on top of the steep embankment the conductor discovered that the lady's ticket was only good for the Canada Atlantic. The train, she says, was slowed up, but not stopped, and Miss Schinck, bag and baggage, was thrown off into the snow on the side of the embankment. Her trunk slid like a toboggan, to the bottom of the embankment and banged up against a fence. Miss Schinck says she was injured. Two men who were passing saw the woman's plight and carried her trunk to the roadway. Miss Schinck was driven to her home and was sick in bed for several weeks after the incident.

It is alleged that there is not sufficient direction at the Central Station to prevent passengers from taking the wrong trains.

The men who saw the lady put off the train and carried her trunk will be summoned as witnesses.

15/04/1902 Ottawa Journal Montreal and Ottawa

CPR considering double tracking the short line.

18/04/1902 Eastern Ontario Review Montreal and Ottawa

C.P.R. Short Line

The Canadian Pacific railway short line between Ottawa and Montreal may be double tracked within a year to enable the company to handle the traffic which is expected to tax the accommodation of the railway in that section. That is what an official says, and he added that he had reason to believe that the company will begin the work this year on the double tracking of the short line by extending many of the present sidings and ultimately joining all of these extensions, and thus having a double track between Ottawa and Montreal.

When the next time bill is issued by the Canadian Pacific it will provide for the running of the "Soo" and Imperial Limited trains over the short line between Ottawa and Montreal instead of using the North Shores railway as at present. Other changes will be made and a big increase in the traffic over the line is expected.

09/05/1902 Eastern Ontario Review Montreal and Ottawa

Early Morning Train

The C.P.R. has put on an early morning train. A train now starts for Montreal from Plantagenet every morning about 7 o'clock and passes here at 7.45. There is also a late train out of Montreal leaving at 6.15 and reaching Vankleek Hill at 8.00. This gives a good long day in Montreal and is a great convenience for the residents of the towns and villages between Plantagenet and Montreal.

Opens New Service

Imperial Limited Starts on Journey to Coast

Extract.

The entry into the capital was made over the picturesque short line route, the first time for a transcontinental train.

At the Central Station Mayor Cook and other prominent citizens boarded the train and made their way across the Ottawa river on the Alexandra bridge, around Hull and across the river again, and into Union station. By this route a saving of one hour is accomplished in the trip from Canada's commercial centre to its capital, the time being three hours instead of four as formerly.

03/10/1902 *Eastern Ontario Review* *Montreal and Ottawa*

The refrigerator car service on the Canadian Pacific for the handling of perishable freight during the summer has been discontinued, the weather now being sufficiently cool to transport such freight by ordinary boxcars. The heated car service will be inaugurated as soon as cold weather sets in.

17/10/1902 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

We extend sympathy to Mr. S. Appleby, C.P.R. station agent here, on the loss of his anthracite. Last spring the company unloaded twenty-three tons of hard coal here and now Mr. Appleby has been informed that it will be removed.

29/05/1903 *Eastern Ontario Review* *Montreal and Ottawa*

The C.P.R. train due in Ottawa over the short line at 7 o'clock Tuesday evening, did not reach the city until after 10 o'clock. The cause was a broken piston rod on the engine. The rod broke a few miles from "The Brook" station, and caused a general smash up. The drive bars pulled loose and flew around like the wings of a wind mill, tearing the side off the cab and badly damaging the upper part of the locomotive. Pieces of the engine were strewn along the track for a mile or more. At the time the accident occurred the train was running fast and before Engineer Henry could get her shut down he was badly burned from escaping steam. Fortunately the engine did not leave the track, or there would have been a serious accident.

As it was a light engine was sent out from Ottawa to bring the train to the city.

28/09/1903 *Ottawa Journal* *Montreal and Ottawa*

Collision in Rideau Yard. See account in accident file.

02/10/1903 *Eastern Ontario Review* *Montreal and Ottawa* *Hurdman*

The "Soo" Train in Bad Smash

The Sault express of the C.P.R. which passed here at 11.55 on Sunday morning, collided head-on with a freight at Rideau yard about one and a quarter miles from the Central depot, Ottawa, and created one of the worst railway smash ups that has occurred in the Ottawa district since the wreck of the Toronto train near Stittsville in 1897.

No one was killed although there were some miraculous escapes.

Only four were injured. They were: R. Thompson, Dominion Express messenger, Montreal, cut about the head and nose broken.

Edward King, C.P.R. baggageman, Montreal, spine injured and badly bruised.

Michael J. Doherty, 69, Richmond road, Hintonburgh, near Ottawa, injury to head and sprained ankle, also badly bruised.

G. Coley, brakeman, Hintonburgh, slightly scratched about the head.

The cause of the accident is said to be the neglect of the conductor and engineer of the freight who were on the main line, when, according to the officials, they should have been on the siding.

General Superintendent J. Osborne, gave out the statement that: "No. 7, the Soo express, was running on her own time when she collided with a freight standing on the main line at Rideau yard. The freight crew had exhausted their orders and should not have been on the main line. The crew of the Sault express are exonerated."

The collision took place at 1.06 on Sunday morning, and the escape of the passengers and train crews was nothing short of marvellous. The baggage and express car was completely demolished and ten feet knocked off the end of a colonist car which was full of Swedish immigrants. None of the immigrants were injured, although they were thrown clean to the back end of the car. The passengers in the four last cars, beyond being badly jarred, were not injured.

The escape of Express Messenger Thompson and Baggageman King with their lives was the most miraculous feature of the wreck. They were asleep when the train struck and in different apartments. When found after the wreck they were piled in together under the tender of the express engine amongst the baggage and broken timbers of the car.

The baggage car telescoped on the engine, leaving the roof on top of the tender and the two engines. Both locomotives stood straight on their wheels. The tender of the express engine was hoisted on end, while the tender of the freight engine was thrown off the track completely on its side. The cab of the freight engine was torn off, and the smoke stack and valves stripped. It is only fit for the scrap heap now. The other engine will likely be repaired. The loss to the Company will be \$17,000

When the express struck the freight it was running at about 25 miles an hour, The freight was standing still.

The blame for Sunday's accident on the C.A.R. short line has been placed upon Conductor Horan and Engineer Dolman, as the result of an official enquiry held by the divisional superintendent of the C.P.R., and the findings will go to the general superintendent for whatever further action is necessary. All of the train hands in the accident were examined by the superintendent and other officials, and it came out that the freight train was on the main line on the right of way of the express. The conductor and engineer were ordered to shunt up to 12.50 and then be clear on the siding. In place of doing that they worked ahead and were on the main line when the Soo express came along. It was a case of forgetting and the smash-up was the result.

04/12/1903 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine*

A petition is being circulated asking the C.P.R. authorities to have a station agent established at McAlpines. It is the closest point to L'Orignal and the people there are at the back of the move

18/12/1903 *Eastern Ontario Review* *Montreal and Ottawa*

Colts Killed

Mr. Duncan McPhee had two valuable colts killed on the C.P.R. track last weel. Three of them wandered onto the track and two were struck by a train and killed

06/05/1904 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The trackmen of the C.P.R had a meeting in Labrosse's hall here I Tuesday nightlast. There were representatives present from many points along the line.

03/06/1904 *West Quebec Post* *Montreal and Ottawa* *Alfred*

Peat works

The parties who have decured control of considerable of the swamp lands in Caledonia and Alfred have men at work now preparing a plant for the manufacture of peat for fuel. The plant is bing erected near Alfred and a good deal of money ios being invested in it.

23/09/1904 *Ottawa Journal* *Montreal and Ottawa*

Man killed by trestle near Ottawa East. Located just north of the switch with the O&NY. Includes sketch map.

A Narrow Escape

There was very nearly a bad fire at the C.P.R. station last Wednesday (9/11). One of the little children of Mr. Appleby got hold of some matches and succeeded in getting one of them lighted close to one of the beds near which she was playing. The clothing on the bed took fire and was blazing badly when discovered. Mr. Appleby managed to get it outside before the woodwork of the room took fire. A few moments delay would certainly have given the fire such a start that it could not have been checked. Mr. Appleby's hand was badly burned but the little girl was uninjured..

26/11/1904 *Ottawa Journal* *Montreal and Ottawa*

Special train is decorated.

The special train which will convey Lord and Lady Minto and party to Montreal this afternoon is composed of three coaches and a baggage car. The coaches are the Governor General's private car "Victoria" a CPR Private car "Canada" and a third CPR private car.

Decorated

The cars were switched to the Central Station this morning.

The special will proceed to Montreal by CPR short line. It is due to leave the Central station at 4.00 o'clock sharp.

05/05/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

The "Springs" Open

Caledonia Springs hotel opened for the season on Wednesday(3/8). It is now under the absolute control of the C.P.R.

Note this edition was shown as 5 August 1905

23/06/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Navan*

Wreck the "Limited"

An attempt to wreck the "Imperial Limited" was made at Navan last Saturday (17/6). Joseph Parisien, assisted by his two brothers, placed a heavy tie on the track. A section man by chance came along shortly before the train was due at Navan and found it.

Parisien has been arrested and confesses to the crime. He is sixteen years of age and is in custody at Rockland. He says he tried to put a heavy rail on the track but was unable to do so.

His reason for such work was that he wanted to see the fast train "jump". His preliminary trial will take place in Monkland next Monday.

The "Imperial Limited" was in a wreck at Kenora on Tuesday, having collided with a stock train. Two persons were killed several injured.

07/07/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

C.P.R. Now Owns Caledonia Springs.

A telephone message to the "Review" just before we went to press announces the opening of Caledonia Springs Summer Hotel by the C.P.R. Co. The control of "The Springs" is now in the hands of this company and arrangements are under way for the opening of the house inside ten days.

28/07/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

C.P.R. Controls Caledonia Springs

Questioned Monday morning concerning a report current in the street that the transfer of the Caledonia Springs Hotel to the C.P.R. had been completed, Sir Thomas Shaughnessy said.

"Yes, the report is correct, and the Caledonia Springs Hotel is now the property of the Canadian Pacific Railway.

"It will become part of our hotel system, and will be conducted along the lines of our other hotels in this part of the country. Probably there will not be time to open the hotel this season, as the summer is well advanced, but it will be ready for the next.

11/08/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

Grand Opening Caledonia Springs

The Season Started with a Complimentary Dinner

On Wednesday night of last week the hotel at Caledonia Springs was formally opened for business under the control of the C.P.R. company. The event was celebrated by a complimentary dinner by the company to the press men of Ottawa, Montreal and Vankleek Hill and was a most enjoyable affair.

More

11/09/1905 *Ottawa Journal* *Montreal and Ottawa* *Hammond*

Wreck of Soo train. See account in accident file.

September 12 edition contains three line drawings of the wreck.

14/09/1905 *Chesterville Record* *Montreal and Ottawa* *Hammond*

A serious rear end collision between the Imperial Limited and the Soo express occurred at six o'clock this morning at Hammond twenty three miles below Ottawa on the CPR short line to Montreal. The Imperial Limited, which was running behind time ahead of the Soo broke in two on a grade. A brakeman was sent back with torpedoes to keep the trains apart, but evidently he was not soon enough or else he did not get far enough back to prevent the collision.

Fortunately no lives were lost although three train hands are seriously injured and two passengers slightly. The train hands are John Godfrey of the Soo train whose home is in Ottawa, injuries in the back and fractured ribs.

D. Cole, sleeping car porter, coloured, Detroit, left arm fractured and internal injuries.

D.H. Cardwell, sleeping car porter, coloured of Washington DC, skull fractured.

Doctors regard these three cases as serious.

Mrs. Harriet Keene of Whitman, Mass, was injured in the face. Mrs. J. Fagan of San Francisco, also sustained slight injuries.

The crew of the Soo only had time to jump for their lives, one on either side of the track. Fortunately the car of the Imperial Limited contained no passengers but was coming down empty from North Bay. Other the loss of life would have been certain, for it was literally smashed to matchwood. Cole, the porter, was in this wreck, and so completely buried that it took an hour to dig him out. The next sleeper from the end held a number of passengers who were in their berths at the time. All were badly shaken up and most sustained slight cuts. The rear of this coach containing the wash room was badly broken and the car was ditched.

In response to telegraphic messages Doctors Kird, McCarthy, Grant, Power and A.T. Shillington hurried down to the scene of the accident from Ottawa, and ministered to the injured. They were brought back to Ottawa by special, the train hands, who are being looked after in hospital. The spot where the smash happened was one mile from Hammond station.

The Imperial Limited is scheduled to run one hour ahead of the Soo. She was about forty minutes late, however, whilst the Soo was on time.

The break on the Imperial Limited had been noticed and the train crew were recoupling when the collision occurred. Another two or three minutes would have seen the transcontinental safe on her way again.

15/09/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Explosion at Alfred

James Fraser, aged 21 years, of 208 McLaren street, Ottawa, lies in a precarious condition at St. Luke's hospital from injuries received in an explosion at the Peat Company's works at Alfred on Saturday (9/9). Mr. Fraser was doing his usual work in a small building when the gas exploded on account of dampness. His face and hands were badly injured and he may not recover, Fraser is unmarried and he had been employed by the Peat Company for some time.

Rear End Collision at Hammond

The "Soo" Runs into the Imperial Limited - Several Injured but None Killed

The "Soo" train eastbound ran into the Imperial Limited, also eastbound, a few miles from here last Monday morning.

As a result the following persons were injured - Mrs. Harriett Keene, of Whitman, Mass., wounded in the face.

Mrs. James J. Fagan, of San Francisco, bruised. Neither were badly hurt. Col. L. Nicholson, Kamloops, B.C., nose injured.

Three train hands were seriously injured. They were D.H. Cardwell, colored, sleeping car porter of Washington D.C., fracture of skull.

D. Cole colored, sleeping car porter of Detroit, fractured left arm, and internal injuries.

Engineer John Gaffney, Ottawa, ribs fractured and back injured.

(How it happened)

The Imperial Limited runs fifty minutes ahead of the "Soo". The "Limited" was a little late and the "Soo" was sharp on time.

The couplings on one of the cars of the "Limited" were not working properly. As a result the train broke in two and the rear cars stopped. The brakesman hurried back to place track torpedoes to warn the "Soo", but he did not get far enough.

The "Soo" struck the rear car, which fortunately was a sleeper with no passengers in it. No one was on board it but the porter. He was badly injured and may die.

The "Soo" engine plowed through the empty sleeper and struck the second sleeper a hard blow before it came to a stop.

The second sleeper was full of passengers in their berths.

This car was also smashed and thrown from the tracks. The passengers in the other cars hurried out and soon helped the wounded passengers to a place of safety.

They were shaken up (in)deed and some of them badly bruised.

A wrecking train and a number of medical men and nurses were at once sent out from Ottawa to the assistance of the injured,

Everything was done to make it comfortable for the sufferers and trains were soon on hand to remove the injured to Montreal and to Ottawa hospitals.

There were several Vankleek Hill passengers on the train but none of them were seriously injured.

21/09/1905 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Terminal*

CPR has secured options on a number of properties on the west side of Nicholas street between the Canada Atlantic tracks at the "deep cut" and Laurier avenue east, besides having purchased property between Laurier bridge and Nicholas street fronting on Laurier avenue. It is the intention of that company to purchase all that property on Nicholas street lying between the Canada Atlantic tracks at the "deep cut" and Laurier bridge.

...

The traffic of the CPR by the Central Depot since the opening of the short line to Montreal has increased to such magnitude that the yards at the "deep cut" are entirely inadequate to the requirements. Added to this the CPR have no right to allow rolling stock to stand on these tracks and must bring all cars and engines around by Alexandra bridge and through Hull to the Union station. Much time is wasted and energy lost in handling cars ...

Next day - CPR does not secure all land - may have to resort to arbitration..

September 25 - Little difficulty over the Nicholas street property. Two owners only are holding out - arbitration probably will be resorted to..

26/09/1905 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Terminal*

Change in CPR plans.

May take strip east of Nicholas street..

Would also take property from O&NY..

02/10/1905 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Terminal*

CPR new freight shed.

The Canadian Pacific Railway has written the city council regarding its proposed developments along the Rideau Canal within the city. It states that it proposes to establish a freight shed and yards on the property between Nicholas street and the CAR tracks south of Laurier ave. east. To utilize this property an entrance to it will have to be obtained along the west side of Nicholas street.

Before making a formal application to the Railway Commission for power to take over the portion of the street required, the company would like to have the city's consent.

..

23/11/1905 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Terminal*

C.P.R. has filed much more extensive plans.

Greatly increased area for trackage and freight purposes.

Whole block from Ogoode south to the tracks and from Cumberland west to the GTR.

15/12/1905 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. has at last put on a night operator at the station here. Mr. Borbridge is the new night man. He begins his duties this week.

15/12/1905 *Ottawa Journal* *Montreal and Ottawa*

C.P.R. after two new tracks

Hon. H.R. Emmerson will hear an application by the Canadian Pacific Railway tomorrow for a couple of tracks for their own use along the canal bank and through the Central Depot. The idea is that these tracks may be used for a through line.

It will be maintained by the CPR that there is enough accommodation for the other roads after they have been provided for.

The Grand Trunk Railway will be heard at the same time and no doubt will oppose the proposition because in its taking over the Canada Atlantic lease held by J.R. Booth for the canal reserve was part of the assets..

Dec 19 - application of CPR will likely not be entertained.

13/02/1906 *Ottawa Journal* *Montreal and Ottawa*

Canadian Pacific Co. purchases for their canal bank entrance.

List of property already bought and to be bought.

28/02/1906 *Ottawa Journal* *Montreal and Ottawa*

D. M'Nicoll of the CP outlines company's plans.

If proper facilities are not given at the Central Station a new line will be built to the Union station via south of the city.

More.

Would construct a line round the south end of the city to Dow's Lake and run all its through trains directly over it to Union station. To near the Exhibition Grounds to connect with the CPR near Dows lake.

...

Would like to see removal of the coal sheds near Ann street..These had been placed there simply to block the O&NY.

23/03/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

The C.P.R. have begun work upon their new dairy building and poultry houses at Caledonia Springs. These buildings will be rushed forward as rapidly as possible and will be in operation this year. Some thoroughbred poultry stock is already on hand.

This also contained some useful diagrams..

C. P. R. ENTRANCE ISSUE CREATING WIDE INTEREST

Ald. Champagne to Move To-night To Rescind Council Action.

There Will However be Strong Opposition to Such Move as Council is Called to Dispose of Reconsideration Motion Only.

Reason for Motion to Rescind.

The special meeting of the city council to-night called to dispose of Ald. Champagne's motion of reconsideration of the vote of Friday evening in favor of sending the city solicitor to oppose before the railway commission the application by the C.P.R. to cross Waller street on its present level crossing is arousing keen interest throughout the whole city. It is not believed that a motion to reconsider will carry as this requires 13 votes, a majority of the whole council and only 12 voted at last meeting in favor of the C. P. R. application going unopposed by the city.

Possibly on this account Aid. Champagne has filed another motion. This is to rescind the vote, and if this is presented and voted upon a bare majority of the council present, provided there is a quorum, can carry it.

Ald. Davidson is out of town and is not expected back until to-morrow. This would leave the parties 12 for rescind and 11 against provided they voted along the lines of Friday evening. In this case the mayor would likely vote nay and leave it a tie, thus defeating the motion. There is, however, strong opposition to allowing a motion to rescind to be introduced at all. According to the rules of order at a special meeting called for a specific purpose nothing but the business mentioned can be taken up. This meeting was called to dispose of Aid. Champagne's notice of reconsideration and if any other motion is introduced the point will at once be raised as to whether it is in order or not.

Whether the city as a corporation oppose the C.P.R. entrance on the Nicholas street level or not some of the St. George ward ratepayers will do so. Legal talent on their behalf has been already engaged.

The application will be heard at eleven o'clock to-morrow morning before the railway commission. The formal application asks for the right to construct, maintain and operate five tracks across the Southern end of Waller street.

The Improvement commission has already passed a resolution opposing entrance on this level and has forwarded it to the railway commission.

Engineer's View

The following letter written by the city engineer to the Board of Works November 1 last will show why the Board of Works opposed the entrance of the C.P.R. on the level of Nicholas street:

To the Chairman and Members of the Board of Works

Gentlemen - In compliance with your instructions to report upon the application of the Canadian Pacific Railway Company for the right to divert the southern end of Nicholas street for the purpose of bringing their tracks along the west side of same and on the same level, would say that such an arrangement will seriously interfere with the proposed bridge at Somerset street, in so far that if Somerset street is carried over present tracks and the canal it can be built at the same approximate elevation as Laurier Avenue bridge, but should this application be granted the Somerset street bridge will require to be 21 feet higher. This would be unsightly and inadvisable in every way.

Further, I do not approve of the establishment of freight sheds and yards on the west side of Nicholas street and on the same level, but can see no objection to granting the privileges asked provided the tracks are brought in at the same level as the present tracks and a retaining wall built along the west side of Nicholas street.

Yours truly, Newton J. Ker. City Engineer

13/04/1906 Eastern Ontario Review

Montreal and Ottawa

Leonard

Struck by Train at Leonard

Man Caught While Driving Across The Track

A man named Eugene Lefaivre (sic) was run down by the Winnipeg west bound train at Leonard on Wednesday morning and killed almost instantly. He was gathered up and taken into Ottawa. An inquest will be held.

The "Citizen" gave fuller particulars as follows:- Etienne Lefebvre aged about 32, a well known farmer of Sarsfield, was struck about noon today at Leonard by No. 1 the westbound Winnipeg train, which left Montreal at nine-forty. He died a few minutes before the train reached Ottawa and Coroner Baptis will hold an inquest.

Lefebvre was crossing the track near the Leonard station, when the engine struck the outfit, knocking him to one side. When picked up Lefebvre was unconscious. He had sustained a fracture of the left thigh, two breaks in his left arm and internal injuries as well as bruises about the head. The train hands carried him onto the train and hurried to Ottawa. Lefebvre succumbed while the train was entering the city. He had not regained consciousness. The body was taken to Rogers morgue, Bank street and Dr. Bapris examined the remains. He will decide as to an inquest this afternoon.

About \$24 in all was found in the deceased's pockets as well as a number of letters addressed to "Etienne Lefebvre, Sarsfield". Lefebvre was a married man and had lived at Sarsfield, near Leonard, since he was a boy.

01/06/1906 Eastern Ontario Review

Montreal and Ottawa

Caledonia Springs

Opens This Week

The C.P.R. management expect to open the big hotel at Caledonia Springs on Tuesday next (5/6). There are more applications for accommodation there this year than ever before. Many of the applications this year come from the West. Manager McGuire says that everything will be in the very best of shape for the opening.

Mineral Water Co.

A big mineral water merger has been effected and a number of Ottawans are interested.

The Canada Mineral Water Ltd., has been incorporated and has acquired the lease of the Caledonia Springs and the Russell Lithia Spring. Plants will be erected at Caledonia Springs so that dealers in Canada and the United States can be supplied with both Caledonia and Russell Lithia water bottled at thje springs. Last year there were 180,000 dozen sold.

01/06/1906 Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

The C.P.R. work train has been here this week.

22/06/1906 Eastern Ontario Review

Montreal and Ottawa

Pendleton

Ridgville

Some of our young men were employed this week hauling potatoes to Pendleton Station, where Mr. Byrnes is loading a car.

06/07/1906 Eastern Ontario Review

Montreal and Ottawa

Navan

A negro was arrested here early on Thursday morning on a charge of attempting to stab the C.P.R. agent at Navan station. He has not yet been tried.

Engine backs through a wall
Is now on rocks back of roundhouse.

At the Rideau round house of the Canadian Pacific railway at Hurdman's Bridge, this morning an engine broke through the back of her stall and almost into the water. The round house is slightly elevated to bring it on a level with the main line tracks and the big engine fell a few feet. She is sitting upright on the rocks and the wrecking crew is jacking her up to put rails under her. The accident happened about 7 a.m. The men had lighted her fires and not noticed that the throttle was slightly open and the lever set off the centre. When steam accumulated it found its way into the cylinders and the engine backed up, plunging through the rear wall. The steam failed before she reached the water.

Tuesday September 11. Engine again on track,

There was a gang of men working all day yesterday and all last night at the C.P.R. Rideau Round House, where engine 209, used on the short line, had broken through the back of the round house and almost stood on end on the bank of the river. The engine was again on the tracks. Engineer Ingram, who was in charge of the engine, could not stop it on the incline into the round house.

18/01/1907 *Eastern Ontario Review**Montreal and Ottawa**Caledonia Springs*

There is a report in circulation to the effect that the C.P.R. will spend \$200,000, or more, the coming summer on an immense bottling establishment at Caledonia Springs.

It is said that the company intends to ship these waters in very large quantities

05/07/1907 *Eastern Ontario Review**Montreal and Ottawa*

Vakuable Animals Killed

Mr John Cumming, East Hawkesbury met with a severe loss the past week. He had a valuable team of horses pasturing in a field bordering on the C/P/R. tracks. By some means the horses got out and on to the track and were run down by one of the C.P.R. fast trains and both animals killed. The loss is a heavy one as the team was a very fine one and valued at \$500.

There promised to be some law over some of these cases.

28/08/1907 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

The Department of Railways and Canals has arranged that there shall be two tracks from the new Central depot to the Interprovincial Bridge. Deputy Minister Butler with representatives of both G.T.R. and C.P.R. companies visited the ground yesterday and it was decided that two tracks should be put in.

The G.T.R. and C.P.R. were both satisfied with this arrangement and the plans will be amended accordingly.

06/09/1907 *Eastern Ontario Review**Montreal and Ottawa*

A kadt traveller on the C.P.R. between Montreal and Ottawa gave her little child her purse to play with, when the infant threw it out of the window. Gthe purse contained considerable money, but was found the following day.

06/09/1907 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

There was a full grown male wild cat killed by the train on the C.P.R. track about 1½ miles from the station towards Montreal over the Iron Bridge on Sunday night the 25th of August. It is said that there is a whole family of them in this vicinity. This is supposed to be one of them. Mr. Chas H. Regsbeck has mounted the head of the wild cat and the boys in "Happy Hollow" say wait until the first snowfall until they get the rest with their hounds,

12/09/1907 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

Account of wreck at Plantagenet. See accident file.

20/09/1907 *Eastern Ontario Review**Montreal and Ottawa**Plantagenet*

Bad Accident at Plantagenet

C.P.R. Fireman Killed

Plantagenet, September 12. John Knox Blackburn aged about twenty-two, a fireman, was killed and Herbert Reynolds, engineer, aged about twenty-eight of Rochester street, Ottawa, was seriously injured as the result of an accident on the Canadian Pacific Railway at Plantagenet.

Reynolds and Blackburn were found beneath the overturned engine, Blackburn dead and Reynolds unconscious. The others of the train crew escaped with slight injuries.

Fifty Miles an Hour.

The train of ten empty coaches left the Union Depot Ottawa at 8.10 in the evening, following the second section of the Transcontinental from the west.

Reynolds, one of the most careful engineers on the road was in charge, with Fireman Blackburn assisting him. The cars were being taken to Montreal, and the train, it is said, travelled about 50 miles an hour, making several stops on the way down. Repairs are being made to the tracks at Plantagenet, and the gravel train was standing on a siding near the station, which is on the left side of the track, going east. Just how the accident came to occur is not yet definitely known, but the train ran into the siding and plunged into the ballast cars with terrific impact.

Blackburn Instantly Killed.

Physicians were immediately sent for, and efforts made at once to rescue the engineer and fireman. Reynolds was first taken out of the wreckage. He was badly cut up and bruised, and it was feared that some bones were broken. He was carried to a nearby house where medical aid was given him. Blackburn was also found under the wreckage, but his injuries had proved fatal. Death evidently had come to him instantly.

Ottawa Sept. 17 - Inspector McColl of the Railway Commission, is holding an inquiry into the accident at Plantagenet, on the C.P.R. last week, in which the fireman of the express, J.N. Blackburn lost his life, and the engineer, Reynolds, was injured.

Reynolds recovering

Herbert Reynolds of the C.P.R., who was injured in the wreck at Plantagenet in which Fireman John Knox Blackburn, was killed, is doing nicely in St. Luke's hospital. He was brought to Ottawa in Mr. H.B. Spencer's private car. His left leg is crushed and his nose smashed.

The dead fireman was 23 years old and the son of Mr. Andrew Blackburn, Cantley, Que.

The remains reached Ottawa at midnight and were taken to Cantley on the morning train. The funeral will be held from his father's residence to the Presbyterian church thence to the family cemetery.

23/10/1907 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

A C.P.R. engine used in the trestle repairing operations on the track at the north end of the Interprovincial Bridge exploded yesterday afternoon at about three o'clock, but beyond the damage to the engine there were no serious results. The place at which the accident happened is a dangerous one, as there is a drop of from twenty to fifty feet on either side of the bridge. The force of the explosion was not severe enough to cause the engine to be derailed, but it blew out the front "air drum" part of the locomotive. It was removed later for repairs.

Brave Act at Rigaud

When the Ottawa train from Montreal left Rigaud last night O. Sicotte, brakeman of the Smiths Falls division, performed an action which saved the life of a small child, who but for his bravery would certainly have been killed.

When the train leaves Rigaud, the brakeman stands on the front of the engine in order to be able to open the switch a short distance up the line. Sicotte, standing there, saw in front of him a small girl in the middle of the track.

He shouted to her, but could not attract her attention. There was no time to stop the train so without a moment's hesitation and at imminent risk of his own life Sicotte, grasping the cowcatcher with one hand leaned forward, and as the engine reached the child he lifted her to a place of safety.

10/04/1908 *Eastern Ontario Review* *Montreal and Ottawa* *Plantagenet*

Engineer Reynold, who is wanted to give evidence at Plantagenet concerning the death of John Blackburn in an accident at Plantagenet last September, is still in hospital in Ottawa and will not be able to attend the inquest called for next week,

Andrew Blackburn the father of the deceased fireman, has settled his action for \$5000 damages against the Company, The C.P.R. has paid him \$1000.

29/05/1908 *Eastern Ontario Review* *Montreal and Ottawa* *Plantagenet*

Plantagenet. The adjourned inquest into the death of John Knox Blackburn who was killed in the railroad wreck at this station on September 11th last year was concluded on Monday in the town hall here. Coroner Dr. Derby held the inquest. J. Maxwell, County Crown Attorney, Mr. Frepp for Engineer Herbert Reynolds, and Mr. Kelly of Scott and Kelly for the C.P.R. were the lawyers present.

The evidence of the former settings was read to the jury after which Engineer Reynolds was put in the witness box. He swore that he was engineer on the special train of coaches which smashed into the gravel train standing on the main line at Plantagenet station. He told of knowing that the green light on the semaphore had been broken and showed a white light. His fireman, Blackburn, noticed this and the train was slowed down. The arm of the semaphore was still showing that he (Reynolds) had a clear way. Engineer Reynolds explained that, although Plantagenet was a registering station, he had not intended to stop there because the rule of stopping at all registering stations was not observed with a train of empty coaches. He also said that the order board was not against him. He said he knew that the gravel train was at Caledonia Springs, Alfred or Plantagenet. After having slowed down at Plantagenet he observed that on the siding were flat cars loaded with gravel and not seeing any headlight on the main line, because a car ahead of the engine, he proceeded. He only got a short distance when he received a signal to stop. He applied the emergency brakes but it was too late to avert the collision.

Mr. Reynolds was in St. Luke's Hospital in Ottawa for almost eight months. On his leg, injured in the wreck, were grafted eighty square inches of skin taken from himself and ten brother engineers who volunteered to do this service for their mate. Mr. Reynolds is still unable to walk without the aid of crutches.

The court after hearing the engineer's evidence adjourned for lunch. The first witness examined at the afternoon sitting was Leonard L. Derby who was present at the wrecks and who assisted in removing fireman Blackburn from the debris. He swore that before Blackburn died he heard him say "why didn't those fellows put up the semaphore."

The next witness was Jules Raymond. He had made measurements of the tracks, station platform etc. at Plantagenet station and swore to the correctness of these. These measurements showed that there was sufficient room for the gravel train to coal on the siding without going on the main line and thus the collision would have been avoided.

After examining this witness the coroner reviewed the evidence. The jury retired and after deliberation of almost six hours came the following verdict:

"We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station on the night of Sept. 11th 1907 and that this collision was caused by the negligence of said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We also found that this has been the usual practice and we recommend that in future this be prevented."

Engineer Reynolds was accompanied by his two brothers and a large number of railroad friends.

14/08/1908 *Eastern Ontario Review* *Montreal and Ottawa*

So far the strike of the mechanics on the C.P.R. has not affected the running of the trains on the main line.

09/04/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Arrested at Vankleek Hill

Two Ottawa prisoners were detained at the C.P.R. station here last Friday.

They had robbed Pratt's boot and shoe store in Ottawa and had shipped their plunder as baggage to Vankleek Hill. Detective O'Meara, Ottawa detected them on the train and placed them under arrest.

They were taken off the train here and were in a very ugly mood when they found they were caught in the very act. The Ottawa Free Press reports the case as follows:

Frank Murray, alias James Smith, and Thomas McKay, were arrested by Detective Jos. O'Meara yesterday afternoon on a train between Ottawa and Vankleek Hill by Detective O'Meara on the charge of breaking into the shop of Isaiah Pratt, the Wellington street shoe dealer, the night previous and stealing goods to the amount of nearly \$400. Both men said they were guilty and asked to be tried by Magistrate. They were remanded until Wednesday.

The arrest marks a particularly clever piece of Detective work on the part of O'Meara. He first ascertained that a couple of valises had been checked to Vankleek Hill during the afternoon, and as they resembled some of the missing stuff, he got aboard the train as it left Ottawa at three o'clock.

Near Vankleek Hill O'Meara spotted his men and placed them under arrest. As he informed them of this Murray sprang at him and McKay pitched in at once. In an instant the train was in an uproar, the three men fighting all over the car. O'Meara gamely held his own and after five or six minutes of fierce fighting Mr. J. H. Hownie of Winnipeg, inspector of immigration rushed to O'Meara's help. They succeeded in downing the burglars and handcuffing them to the seat. In this shape they reached Vankleek Hill. Here they were taken off and transferred to the up train and brought back to Ottawa.

Frank Murray is no stranger to the police. In 1903 he was arrested by chief detective Dicks on a couple of charges of shop breaking and was sent down for five years. He was released about a year and a half ago. When arrested he gave the name of Martin. McKay, his companion, is not known to the police.

07/05/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

The railway commission was in session in Ottawa this week.. A case of much local interest in the county before the Commissioners. This was the application of the C.P.R. for approval of a new bridge at Cobb Lake, near Pendleton, on the short line between Montreal and Ottawa. This is the point where the flooding takes place every spring and this new bridge is intended to obviate this. Some objections were urged by Mr. Corriveau, engineer of the department of public works, who suggested some changes in the proposed structure. The plan was finally consented to with certain stipulations.

A Very Sad Accident

Mrs. Alex Hunter, Stepney (Green Lane) was accidentally killed by a C.P.R. train here on Tuesday night at the station crossing. She was driving home just at train time at 5.30 p.m. She saw the eastbound train pull into the station and stop. She watched this train and attempted to drive across the track, forgetting the westbound train was approaching from the opposite direction. It was approaching very slowly, but she did not see nor hear it. The horse got across safely but the engine struck the rig and Mrs Hunter. She was thrown about thirty feet. Her arm legs and hip were broken. Dr. McDonald was called and Mrs. Hunter was taken to the home of Mr. R. Dunning, where she died a few hours later. Her age was 74 and she was a lady who was widely known and greatly respected. The news of her sad death was a great shock to the community.

Coroner Doyle, Hawkesbury, called a jury together on Wednesday evening and viewed the body, An inquest will be conducted in the West Hawkesbury Township Hall this afternoon.

A husband and a grown up family survive. Mr. Hunter, who has been in poor health for a long time, was overcome when he heard the news of the sad death of his life's partner.

Mrs. Hunter had been taking home one of her daughters, Mrs. Barton, and was just returning when the accident occurred.

The distribution of flower seeds, bulbs and plants by the C.P.R. to all its station agents is a bigger thing than most people imagine.

There were fifty thousand packages of seeds with thirty two varieties in each, as well as two hundred thousand bulbs.

This was an expenditure that this corporation was not by any means obliged to make.

It is an act that goes a long way to show that the Company's officers have some thoughts for their employees and for the people who cross the continent on their splendid trains.

The act is a most commendable one and deserves more thanks from the public than it is likely to receive.

The C.P.R. eastbound train was delayed several hours yesterday through a gravel train getting off the track at Leonard.

The C.P.R. authorities placed a watchman at the crossing on the Hawkesbury road this week to count the number of carriages and pedestrians that passed over the crossing in forty-eight hours. The information will be laid before the Railway Commissioners when the question of ordering a permanent watchman there is considered in Ottawa next week.

The C.P.R. crossing

The municipalities of Vankleek Hill and West Hawkesbury have been notified that the Dominion Railway Commission will take up the question of ordering a watchman at the C.P.R. crossing here. The matter will come before the Commission in September 7th. Representatives from the two municipalities are notified to attend. Other crossings both in West and East Hawkesbury and Caledonia may also be considered at that time.,

The Canadian Pacific has other means than its telegraphy wires and its mail train to carry news. Two carrier pigeons belonging to the company's stock at Caledonia Springs, were released the other day by Mr. Geo. Duncan from the Ottawa city ticket office of the company, and covered the distance in a short order. Tied to them were messages to manager Cole, Caledonia Springs Hotel. The birds are the third generation of a flock originally brought from Boston, and for some time they displayed a marked tendency to make back for the centre of culture and baked beans. The company has constructed a special loft for the pigeons and the later generations are content to stay at Caledonia. Every now and then a couple of the birds are taken away a hundred miles or so and then released. They invariably find their way back home with unerring exactitude.

Alfred Peat Bog Said to be Valuable

-- a peat bog of about 300 acres at Alfred, a little distance from Ottawa, on the C.P.R. The peat here is of good quality and eight or nine feet thick. Extensive works have been installed and the manufacture of peat fuel by air-fried process has been successfully established.

--

Report of the hearing on the complaint that the Maniwaki line commuters wanted trains to be run into Central Station over the Interprovincial Bridge. Suggested that C.P.R. could use the Hull Electric station.

--

"I agree with Mr. Murphy" stated Judge Mabee, who presided, "One day a car of passengers will be dumped off the bridge."

--

It was suggested by city solicitor McVeity that the C.P.R. be compelled to build a small station near Nepean Point --

The C.P.R. contemplates the renaming of the station here and calling it "Vankleek" instead of "Vankleek Hill". The shorter name will be far more convenient and is used by very many persons already.

The Board of Railway Commissioners this afternoon passed an order that all Gatineau passenger trains shall arrive and depart from Sappers Bridge during the months of May to October. The order goes into effect on the first of next month.

There were no less than fifty-seven horses shipped to the West from Vankleek Hill C.P.R station on Tuesday morning. Messrs. E. Mooney, Dr. B.Labrosse, R. Campbell, O.J. Wood, were among the senders

Peat At Alfred

The only plant of its kind in Canada which is designed to manufacture and does successfully manufacture peat into fuel is now in operation at Alfred, Ont., a little french village about 45 miles from Ottawa that nestles between the parallel lines of the C.P.R and C.N.R and is touched by both. The property of the Dominion government, it has been established by the mines branch of the department of mines as a demonstration of the possibilities of the peat bogs, with which Canada, but more especially, Ontario, abounds. It first started operations on May 16 and is now in full swing. A reporter who paid the plant a visit was courteously received and was shown about by Mr. A. Anrep, who is in charge. Mr. Anrep is a son of Mr. A. Anrep, Sr., of Sweden, the inventor of the Anrep plant one of which is in operation at the Alfred bog. He has had experience in England, Scotland and Ireland and under direction of the mines branch, has prepared several valuable reports.

There are 300 acres of peat available at Alfred, the peat going to an average depth of 10 feet under which is clay. The quality of the peat improves the depth. The Dominion government Peat Plant, as it is called is situated on a section of bog two miles west of Alfred Station on the C.P.R. A passerby sees a broad expanse of boggy field on which are sitting one long peat shed for storage purposes; two small frame houses one Mr. Anrep's office, and the other a blacksmith's shop, and on the opposite side of the field, a large engine, very much like an ordinary steam shovel.

This engine constitutes the main feature of the plant which was imported from Sweden, where there are about 500 in operation. It is known as a great peat machine or pulper and its method of operation is as follows. A long trench, 19 feet wide is cut, 8 feet down on the peat and the pulper is placed in this. A carrier conveys the peat as it is dug from the trench to a hopper. A 600 foot circular track in the middle of the bog furnishes a right of way for 8 peat carriers, each of which holds 7 tons of peat. As each car passes by the pulper, the ground peat is dropped from the hopper of the latter into it. A 34 horse power engine which itself burns about 4 tons of peat fuel per day and thus costs practically nothing to operate, furnishes motive power for both hopper and cable cars.

The next process is to convey the peat in the carriers to what is known as a field press. This spreads it up on the ground in long parallel rows and it is then shaped into bricks by means of a three knived instrument turned over by boys and left to dry in the sun and air for three or four weeks, when it is stored in the peat shed ready for transportation.

The peat pulper is moved along every 3 or 4 hours; the press three times a day and the tracks along which the cable pulls the peat carriers are moved about twice a month when the exhaustion of one part of the bog renders it necessary. The average capacity of the plant is 25 tons per day although it can run up to 30 tons. Altogether 14 men and two boys are employed. The men are given \$1.75 per day and dinner while the boys are paid 8c for every 1,000 bricks they tuen over. A peat worker's job judged by the standard that obtained elsewhere in government service is so (sic) sinecure for he works from 7 a.m til, 6 p.m. and gets few holidays.

"We can produce peat here for from \$1.75 to \$1.80 per ton," said Mr. Anrep to the reporter. "One and four fifths tons of peat equals 1 ton of anthracite. It costs us 80c per 1,000 peat bricks (about 1 ton) to manufacture and spread them; 8c. per 1,000 turn and dry; 25c for stocking and moving; 20c to transport to Alfred station which, allowing 35 per cent for per capita expenditure and 30c for extra labor, means that the peat delivered to Alfred station costs from \$1.80 to \$2 per ton. The cost of transportation to the city, is unfortunately somewhat high at present, about the same as grain.

"The peat can be used in any stove except that for houses a special stove is necessary on account of thiness of the ash. I use it on my own stove and light it with paper. Peat takes about twice as much room for its weight as coal. It is a splendid fuel to use in connection with producer gas."

The Alfred Peat bog, it must be remembered, is practically useless for agricultural puropses so that its employment as a source of fuel means the reclamation of land otherwise waste. The importance of the peat deposits of Ontario in connection with the future of the coal-lacking province has long been recognized by the mines branch under Dr. Eugene Haanel, its able director. As is generally known, a peat using plant for the production of producer gas has been established in Ottawa and receives its fuel supplies from the peat manufacturing plant at Alfred.

The American peat Society which meets in Ottawa on July 25, 26 and 27, will visit the Alfred plant.

22/07/1910 *Eastern Ontario Review* *Montreal and Ottawa* *St. Eugene*

St. Eugene. Great improvements were made at the C.P.R. station here such as a cement foundation and cellar, the lowering and lengthening of the platform, all of which was first class work, with the exception of something to sit on outside, such as we have at Vankleek Hill and elsewhere to accommodate people who are waiting for the train.

06/01/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The largest load of brick weighing 5 tons 350 lbs. was taken from J.D. Reasbeck's yard to the C.P.R. station by Fred Fournier with a team of Mr. Steel's horses Saturday afternoon.

16/06/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

Lady Injured at Caledonia Springs

A lady came very nearly being killed instantly at Caledonia Springs on Saturday last.

The Sunday School of the Dominion Methodist Church came to the Springs on Saturday to hold a picnic.

A special train carried the party and was run up to be backed onto the siding.

The lady steppedoff just as the train went to back up. She stumbled and fell and just managed to crawl out before the train caught her.

She got a few cuts and scratches on the hands and face and was ill during the day from shock.

02/08/1911 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

The C.P.R. asked the Water Works Committee last night for permission to tap the St. Patrick street main and lay a pipe along the Interprovincial Bridge and a six months water service was granted. There have been three fires on the bridge recently and a better service for fire protection is needed. More.

18/08/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Navan*

An Assault Case

C.P.R. constable Law was here conducting a case against Marshall Rothwell of Navan. Mr. Rothwell got into a dispute with the station agent at Navan, Wm. Thorne, and struck the latter in the face. The magistrate at Vankleek Hill fined Rothwell \$10 with costs. The total amounted to over \$40. The dispute arose over the placing of some empty cars at Navan Station.

25/08/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. is finding much difficulty with the shortage of water at the Vankleek Hill station. Trains are being daily delayed from this cause.

27/10/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

Pendleton The C.P.R. is making extensive improvements on the local station in the way of a concrete foundation and a new addition to the platform.

The Peat Plant at Alfred

The establishment of a 15,000 ton peat plant near Ottawa, announced in the Citizen some time ago, will be followed by the closing down of the government peat plant at Alfred.

"We built and operated the Alfred plant merely to demonstrate what could be done in the matter of the economical production of peat," said Dr. Haanel, superintendent of the mines branch. "Now that sufficient interest has been awakened to result in the erection of such a large plant as will be built there is no further object of running our own plant which will accordingly shut down."

The mines branch had some trouble securing cars to transport its peat, but this has now been settled.

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10/11/1911 Ottawa Journal Montreal and Ottawa Alfred

The C.P.R. seeks to purchase the government peat plant at Alfred. Article.

10/11/1911 Eastern Ontario Review Montreal and Ottawa Alfred

Will Still Manufacture Peat.

-- announcement that Mr. J.M. Shuttleworth of Brantford and associate manufacturers have become convinced that the air-dried peat fuel making method employed by the mines branch can be made a commercial success that they have contracted with the government to continue the work at Alfred, Ont., and will spend over \$50,000 of private capital in trying an improved Anrep peat machine.

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24/11/1911 Eastern Ontario Review Montreal and Ottawa Alfred

C.P.R. May Buy

Ottawa, Ont. Nov. 10. The Canadian Pacific Railway Co. has opened negotiations with the Mines Branch of the Government to purchase its entire peat plant at Alfred, Ont. The company desires to continue the industry on commercial lines, and supply the City of Montreal in particular with peat fuel. It regards the success of the Government experiments as incontrovertible proof that peat production in Canada has now become a commercial enterprise of much importance.

08/03/1912 Ottawa Journal Montreal and Ottawa Hull

Full account of wreck of Pontiac train in which five killed and 17-20 injured. Hit by a work train. Pontiac train was backing into Ottawa--just as it was rounding the curve near the steel bridge over which the Hull Electric cars go --Pontiac express--

Warrant issued for the operator--

Freight train consisted of engine 488 and two flat cars 30401 and 34189 loaded with logs and a heavy steel coal car 54358 and a caboose. The freight train in question leaves Ottawa every day for Hull with coal, logs and other material.

Passenger train consisted of engine, tender, second class coach 1937 and first class car 507.

09/03/1912 Ottawa Journal Montreal and Ottawa Hull

Picture of the wreck. More stories.

17/03/1912 Ottawa Journal Montreal and Ottawa Hull

Boal, operator at Hull arrested in Chicago - will be brought back. More.

19/03/1912 Ottawa Journal Montreal and Ottawa Hull

Railway and Operator responsible for the wreck.

Jury blames C.P.R. primarily for fatalities at Hull

Boal had worked nearly nineteen hours.

Full account.

Jury found that the line clear system was not a safe one and recommended a "staff" system be installed.

29/03/1912 Ottawa Journal Montreal and Ottawa Hull

C.P.R. dismisses dispatcher who gave order to Boal. Boal had already been dismissed.--

05/04/1912 Eastern Ontario Review Montreal and Ottawa Alfred

Alfred Peat Plant to Open

The private company that has taken over the government peat plant at Alfred, Ont., hopes to begin operations on a big scale about May 1st. Machinery of the very latest kind for manufacturing peat is now on its way to Alfred from Hamilton, where it was manufactured.

When the new plant is installed it will have a capacity of ten to fifteen thousand tons per season. The season will be from May to September. It is the intention of the company to work a day and night shift. Nearly all of the work will be done by electric energy, which will reduce the cost of manufacture to a minimum.

If the prospects of the company pan out as expected - and there seems no reason why they should no, peat fuel will be sold in Ottawa shortly at an attractive price and the fears which generally precede an expected coal strike will be considerably obviated.

24/04/1912 Ottawa Journal Montreal and Ottawa Hull

Since the wreck of the Pontiac train at Hull last month, whereby five persons were killed and several injured, the C.P.R. has introduced a new block system between Hull and Ottawa which if it is strictly observed, will prevent a recurrence of the accident.

According to the rules of the present system a train cannot leave Hull or Ottawa before the conductor has obtained a staff which is locked and unlocked by an electrical arrangement. Only by deliberately ignoring the system could another collision of two trains occur between Hull and Ottawa. The Pontiac train still continues to back in from Hull to Broad Street station, but, by the new arrangement there is little or no danger of an accident.

24/05/1912 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

One of the interesting cases to be heard at the coming assises next week will be that of Stephens v. The Canadian Pacific Railway. It will be remembered that this case was tried last year and Mr. Stephens secured a verdict of some \$2,000 damages against the company for the loss of one of his feet which he had severed from the leg by a train running over it. Mr. Stephens got his foot caught between the plank and the rail at the approaching of a train and was unable to free himself before the engine came, so he laid down to save himself but his foot was severed above the ankle, hence the action. The company was not satisfied and applied for a new trial which they succeeded in obtaining. The accident occurred at what is known as McCann's crossing near Vankleek Hill.

31/05/1912 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

John Stephens Wins Again

Mr. John Stephens has again won an action against the C.P.R. for damages for an accident by which he lost his foot. The accident happened at McCann's Crossing. Mr. Stephens' story is that he got his foot caught in the rail at the crossing and he charged negligence against the Company. In his first trial before a jury at L'Orignal he got a judgment for \$2,000. The C.P.R. Company appealed and were granted a new trial. The trial was held this week in L'Orignal before a jury with Justice Lovat presiding. This time he got a verdict of \$2,200 against the Company,

19/06/1912 **Ottawa Journal** **Montreal and Ottawa** **Hull**

A movement is on foot in Hull with the object of trying to get the C.P.R. Company to abandon its idea of building a new station on the Gatineau road and erect one in the centre of the city instead. It is suggested that if the city council would give the Eddy Park for the purpose the railway company would probably be prepared to build a \$200,000 station and perhaps a hotel also.

The prominent business men of Hull are likely to be selected as a deputation to confer with the railway company before plans are undertaken to build a new station.

21/06/1912 **Eastern Ontario Review** **Montreal and Ottawa** **Alfred**

Article. Alfred Peat will be on the Market

28/06/1912 **Eastern Ontario Review** **Montreal and Ottawa** **Vankleek Hill**

Serious Accident

When the wedding party of Mr. Hoysted and Miss. Hurley was returning from Vankleek Hill to East Hawkesbury on Wednesday, a serious accident happened at the C.P.R., station. There were three engines in the yards and at the station several horses took fright and there was a serious mix-up. Several horses got into the ditch and several carriages collided. One young lady, Miss. Fitzgerald, was thrown out and badly shaken up. It looked very serious for a time, but fortunately so far as is known, no person was seriously hurt.

25/09/1912 **Ottawa Journal** **Montreal and Ottawa** **Roundhouse**

Smoke from the C.P.R. roundhouse has been proven a nuisance to the locality and Dr. Hoggets at the instigation of the Board of Control was asked yesterday to investigate the matter under the Public Health Act.

Residents in the vicinity of a large apartment house in Elgin street are also complaining bitterly of the volume of smoke which comes from the chimneys of the building, particularly in the early morning.

11/10/1912 **Eastern Ontario Review** **Montreal and Ottawa** **McAlpine**

Killed on C.P.R. Track

man said to be Guss Gumerson was killed by the west bound ttrain on the C.P.R. about half way between Vankleek Hill and McAlpine last Monday morning. He and four others were walking on the track and the others got out of the way but Gumerson was struck and killed instantly, his head was badly shattered.

18/10/1912 **Eastern Ontario Review** **Montreal and Ottawa** **Alfred**

No Peat this year

No peat from the Alfred march will be delivered this year.

Owing to delays in installation of new machinery, only sufficient fuel for local consumption was manufactured during the summer.

People who have used peat in the past seasons will, therefore, be disappointed this year.

18/10/1912 **Eastern Ontario Review** **Montreal and Ottawa** **McAlpine**

Accidental death

The coroner's inquest into the death of Gus Gumerson, killed on the C.P.R. near here last Monday was concluded on Saturday afternoon last. The verdict was accidental death. The engineer's evidence was quite clear. Gumerson got out of the way of the train but just as the train were upon him he staggered in front of the engine. The party of some four or five had evidently been drinking.

23/11/1912 **Ottawa Journal** **Montreal and Ottawa** **Interprovincial Bridge**

Being repaired, pier one of the best ever built. Description of diamond drilling tests. Good drawing as well.

13/12/1912 **Eastern Ontario Review** **Montreal and Ottawa**

Prize Winners

In the C.P.R. Competitions this year local agents have won the honors. For the general superintendent's prize Mr. C.A. Appleton, Caledonia Springs wins the \$25.00.

E.C. Armstrong, Vankleek Hill, wins first in the section amounting to \$10.00. Mr. Ritchie, Renfrew wins 2nd \$5.00.

The prize for section foreman the section forman at Rechford wins first - \$10.00 and R.D. Deslaurier, Vankleek Hill, second \$5.00.

Local agents and sectionmen are being heartily congratulated.

30/01/1913 **Ottawa Journal** **Montreal and Ottawa** **Hull**

The Canadian Pacific Railway is going to build a new station at Hull on the opposite side of the track to where the present station is situated. The station was built when the line was laid, about 35 years ago and is quite inadequate to meet the demands of the quickly growing city.

The company will also build a roundhouse and yard for the engines. There is no engine shed at Hull now and the Ottawa shed is too small and cannot be extended. It is expected that work will start in the spring or summer.

14/11/1913 **Eastern Ontario Review** **Montreal and Ottawa** **Caledonia Springs**

Averted a Collision

To an eight year old girl must be given the credit of averting what might have ended in a wreck with perhaps fatal consequences to many who were travelling by the Canadian Pacific railroad from Ottawa to Montreal last night, on the train which left the former point at 6.45 p.m.

The child was sitting at the window of her father's house near the station at Caledonia Springs watching the rain storm, when she saw some dark object loom up and it came along the track, and it puzzled her. Throwing on her wraps and finding her father a section foreman, in the railway yard told him her story. He did not pay much attention to the child's story but her persistence resulted in action. To his horror he found that a freight car had been blown off the siding and along the main track on the way to Alfred station. He also knew that the Ottawa express would soon leave Alfred for the Springs. And there would be a collision. No time was lost until a handcar was called into service and with three men the foreman started after the truant car. After twenty minutes they caught up with it, blocked it, and then started for Alfred station only a few minutes ride distant. When approaching that station they swung their red lanterns just in time to have the train slow up after it started up from Alfred depot.

The train was fifteen minutes late running to Alfred, and there was every likelihood of speed being put on to Caledonia Springs when the freight would undoubtedly have been struck.

27/11/1914 **Eastern Ontario Review** **Montreal and Ottawa** **McAlpine**

The Canadian Pacific Railway Company has closed its stations at Pt. Au Chene, Grenville, McAlpine and other places in order to reduce expenses. This will cause very great inconvenience to many people, but the Canadian Pacific Railway was never operated to convenience anyone but the shareholders.

Just how the Canadian Pacific Railway company tried to close the station at McAlpine and how it proved a slip makes for interesting reading. The company came to the conclusion that the business being done at McAlpine between \$4,000 and \$5,000 a year would of necessity have to be done at either Vankleek Hill (or rather "Vankleek" in an effort to evade the law) on McAlpine and the Company would save the expense of a regular agent at McAlpine. A nicely worded letter was sent by Mr Spencer to the Reeve of Caledonia asking him to "kindly sign the enclosed." The enclosed was a statement that as Reeve Caledonia he was quite willing that the Station should be closed during the hard times and that the company would re-open it "as soon as business would warrant."

Reeve Bradley smiled and said he did not think he would care to sign just at present.

The matter came before the corporation of Caledonia and Mr. Bradley was instructed not to sign such a paper under any circumstances.

The council was quite indignant that the slick audacity of the company in asking the Reeve of the council to vote to inconvenience the entire Township.

The reason for the request is that the company could not close the station without the sanction of the officials of the Township.

As a result the McAlpine station is not closed but is doing business as usual with a regular agent in charge.

It is amusing how big corporations like the Canadian Pacific Railway Company will try to get things to their to suit themselves no matter what officials suffer or how the public may be inconvenienced.

In this instance the common people have won out.

Fournier. Many are busily hauling pressed hay to the C.P.R. station to be shipped to market.

Pendleton. An up-to-date gas lighting system has been installed at the C.P.R. Station.

CPR the law unto itself

The Canadian Pacific Railway company has decided to close the passenger and express business at McAlpine station.

The company has decided to do so in spite of the township of Caledonia and the township Council.

The Railway Commission refused to permit the company to close without the sanction of the council.

This the council unanimously refused to give by resolution and letter to the company.

Notwithstanding this the agent has been removed and the station as such has been closed.

Just what representation the company made to the Railway Commission is not yet known but the action is just in keeping with the general policy of the CPR in this district.

This time they have stirred up a real live hornet's nest and the actions of the company will be fought out to the bitter end.

Counsel has been engaged and a special meeting of the township Council will be called as well as a meeting of the rate payers.

Every man who has been getting freight or Express at McAlpine station will be canvassed and urged to transfer all his business to the GTR at Vankleek Hill.

The people of Caledonia mean fight in this matter and Mr. H.B.f Spencer divisional Superintendent may find there are more things than one to be considered in the matter of closing stations and "letting the public be damned."

Brockville, Ont., Feb 7 - A Brockville Grand Trunk Railway brakeman named W. Saundercook met his death last night on the line at Coteau.

The train upon which he was working was pulling away freight from the junction when Saundercook was missed, and a search revealed his mangled remains alongside the track. The supposition is that he slipped and fell from the top of a car.

The C.P.R. Company has granted \$250 towards repairs to the roadway between the Town of Vankleek Hill and the C.P.R. station. This road has been in a disgraceful condition for years. Reeve McCann says the road will be fixed properly this time.

All the oldlogs will be taken out and a proper road bed made before the gravel, now on the ground, is spread. This permanent road will be extended right through to the Lochiel Boundary.

About McAlpine Station

The CPR officials are beginning to squim over the changes at the Station at McAlpine.

Mr. H.B. Spencer superintendent officially visited McAlpine this week to look into things. He found several things worth looking into.

First the company closed its express business at the station and shut out the milk shippers. Now prepaid freight and express are being received there and milk tickets are being issued again.

The superintendent even talks of putting in a better siding and a shipping platform for cattle and horses.

This station was closed in spite of the strenuous opposition of the Council of Caledonia and in face of a unanimous resolution of the council opposing such a move.

Caledonia people want McAlpine station opened and they want even better and more accommodation than they had there before the change was made.

The council intends to find out just what representations were made to the Railway Commission in order to get the Order passed permitting the company to make the change.

This Township was given no opportunity to file its protests.

A general canvas to have all shippers of goods at McAlpine and those receiving freight at the station transfer their business to the GTR at Vankleek Hill station is on the way. The people of Caledonia mean business and will fight the CPR at every possible angle in the matter.

Already shipments that formally went out from McAlpine station are being delivered at the GTR at Vankleek Hill.

If the people hope to win out against the company they must set together and it will not be long before they will get just what they want.

Business and the dollars that go with it count and that appears to be the only argument listened to by the Company.

Mr. McPhail of Vernon, Ont., shipped a carload of stock from Pendleton station on Monday (6/9).

St. Eugene - Mrs. L. Beaudin of maisonneuve, while walking along the C.P.R. track on Saturday was struck by a freight train, death resulted in about an hour. When the engineer sounded his whistle she got off but when the train was close upon her she attempted to cross to the other side. This accident occurred about two miles below the station at St. Eugene.

Passengers traveling over the CPR lines to and from Vankleek Hill are warned to ask for their transfers in every case. The conductors have been instructed not to issue transfers up to the town unless the transfer check is ASKED FOR by the passenger.

If you do not get the transfer you will have to pay fifteen cents out of your own pocket. The CPR saves 15 cents on every passenger who neglects to ask for a transfer. It makes no difference whether you want to use the transfer or not. You have paid for it and are entitled to it. Ask for your transfer IN EVERY CASE and SEE THAT YOU GET IT.

You make a present of fifteen cents to the Company every time you fail to get the transfer. Get it every time.

09/02/1917 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Mr. Brett, traveling passenger agent of the CPR was here the past week looking into the recent warning given by the Review to travelers on the CPR to ask for the bus transfers IN EVERY CSASE as conductors have been instructed not to give bus transfers unless ask for buy the ticket holder.

Mr. Brett says no such orders were given.

The conductors say the orders were given and still stand.

Mr. Brett says that persons who do not use the bus are not entitled to the transfer.

If this be the case then the traveler who does not use the bus should buy his ticket for fifteen centsLess.

The ticket includes the bus fare in every case.. The traveller pays for it and it is his to do with as he pleases.

Ask for your transfer every time you travel over the CPR lines and SEE THAT YOU GET IT.

Every time you do not get it you make a present of FIFTEEN CENTS to the CPR.

This Corporation will make you NO presents - Do not look for any but demand that for which you have paid.

13/07/1917 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Some months ago the review issued a warning to all who travel to and from Vankleek Hill over the lines of the CPR.

We advised all to be sure to ask for the bus transfers from all conductors. We stated that the conductors have been instructed to issue transfers only to those who asked for them. It was not the case of getting a transfer if you were entitled to one. It was a case of not getting a transfer unless you asked for it.

Very many people forget to ask for what they are properly entitled to, not really expecting that the company will see that they will get what they pay for.

This is just what the CPR will not do. If they can get you to take the bus without giving you a transfer, which would entitle you to ride uptown, the company saves just fifteen cents. If they can save some dozens of transfers each day it means a small fortune at the end of the year.

The review pointed out that the order has been issued to the conductors not to give the transfer unless the passenger made a special request for it. In plain language the action of the company in issuing such instructions was a straight attempt to retain the property of other people unless people asked to have that property handed over.

The company has now gone one better it has instructed its agents at Montreal to issue no transfer on Vankleek Hill tickets after 4 p.m. This means that if you are in Montreal and wish to come to Vankleek Hill on one the night trains you will have to have your ticket and transfer purchased before 4 p.m. If you should neglect to do so the company will retain your fifteen cents.

The CPR has been preparing for this sort of move for a long time. It was with this end in view that they changed the name of the station here from "Vankleek Hill" to "Vankleek". If the company sold you a ticket to Vankleek Hill the company would be obliged to deliver you to Vankleek Hill not in the country somewhere near the town. They now sell you a ticket to or from Vankleek. For the present the company will beat the public out of as many transfers as possible and later the bus service will be withdrawn and passengers will get to Vankleek Hill as best they can from Vankleek.

In the meantime ask for your transfers and see that you get them. When in Montreal see that there is a transfer tax to the ticket you have, or arrange for your ticket to be bought before 4 p.m.

Do not let the CPR beat you out of one single transfer until you are forced to do so.

When the time comes you may be able to make some other arrangements.

07/12/1917 Eastern Ontario Review Montreal and Ottawa McAlpine

L'Orignal. A large quantity of hay is being shipped from McAlpine station on the C.P.R. The hay is from the centre of the township of Caledonia. Owing to the impossibility of getting cars on the C.N.R., very little shipping is done from the station here.

08/02/1918 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

On account of the very severe weather the main line C.P.R. trains were getting through with difficulty

01/03/1918 Eastern Ontario Review Montreal and Ottawa Alfred

Long article about the development of the Alfred Peat Bog but no reference to railway,

19/07/1918 Eastern Ontario Review Montreal and Ottawa McAlpine

A C.P.R. freight train of some 90 cars left the track near mcAlpine Station on Wednesday morning about 7 o'clock. No person was injured. Morning trains were all delayed while the wrecking crew cleared the tracks.

25/04/1919 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

On Monday evening about 7.30 o'clock the little daughter of Mr. John Davidson was killed at the CPR Crossing on the Hawkesbury Road.

She and her little brother were playing beside the track and it is thought the child tred to catch hold of one of the iron ladders on the freight train which was moving slowly at the time. She missed her hold and fell, her leg slipped under the wheels and was badly crushed. Dr. McDonald was hurriedly called and the child was removed to the hospital where the leg was amputated, but she died a short time after, having lost a great deal of blood.

She was about 7 years of age.

Neither of her parents were at home when the accident happened.

Editorial comment

Still another life has been snuffed out by the C.P.R. company at the crossing on the Hawkesbury road. This time it is a little child under eight years of age.

What will be done! - nothing - absolutely nothing. What does the Canadian Pacific Company care about the public, or for one, or for hundreds, of human lives?

Human blood is to them simply so much grease for the wheels

Gates recommended

The evidence presented before Corner Kirby and his jury concerning the accident at the C.P.R. Crossing last week, by which the little daughter of Mr. John Davidson lost her life, was very clear and conclusive.

All the crew in charge of the train was present. None of them had seen the little girl and her brother playing near the moving train on the Crossing. None of them saw the accident nor knew anything about it, until they found the child lying beside the track.

The evidence was quite clear that no individual was to blame for the accident.

The evidence was also clear that had there been gates and a watchman at the Crossing that the children would not have been playing close to the train and no accident would have occurred.

When Mrs. Hunter was killed at the same crossing a few years ago the jury strongly recommended gates and a Crossing but no attention was paid to the recommendation.

The jury now makes a demand that the Railway Commission compel the C.P.R. company to put gates and a watchman at this Crossing.

The jury found no individual to blame, but held that the life would have been spared if there had been gates and a watchman.

The jury also recommended that all the costs of the investigations, the funeral and medical expenses be paid by the company and that the gates and the watchman be arranged for at once.

Crown attorney Cote was present and ably assisted the jury in arriving at the Verdict

The jury was composed of E. Steele, foreman; D. Mooney, T. Sproule, W. Douglas, K. MacDonald, W. Desjardins, A. Paquette and S. Kirby.

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Editorial comment

The jury which investigated the circumstances attending the death of the little girl at the C.P.R. Crossing last week is deserving of congratulations for the very sensible verdict rendered.

It found that no person was individually responsible for the accident and that all the trainmen of the company had done their full duty.

It also was convinced that had the Canadian Pacific Railway company placed gates and a watchmen at the Crossing, as had been recommended more than once, that there, in all probability, would have been no accident.

The jury asked that the Railway Commission act at once and compel the company to provide gates and a watchmen.

The public will wait with interest to see how the recommendations will be carried out.

The jury also recommended that the Railway Company be called upon to pay all the costs in connection with the death and investigation.

There is no doubt the company ought to pay, and ought to pay without being asked.

We have our doubts, nevertheless, as to whether it will pay.

09/05/1919 Eastern Ontario Review Montreal and Ottawa Alfred

Alfred

Workmen and machinery have been landed at Alfred and are now busy getting out peat.

The plant is operating and will be greatly increased during the summer. Peat will be placed on sale sometime this fall. It is located in the same place where the plant was formerly operated.

30/05/1919 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

No less than sixty passengers took the "Soo" train for Ottawa here on Sunday Evening. (25/5) They had been spending the week end here.

13/06/1919 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The carriage horse of Mr. Dave Mooney, West Hawkesbury, took fright at the C.P.R. station last Friday night and ran away. As a result the poor brute broke a leg and had to be killed.

10/10/1919 Eastern Ontario Review Montreal and Ottawa

Thursday night (9/10) when the C.P.R. Winnipeg train was coming up between St. Eugene and Stardale a large number of stones were thrown through the windows doing considerable damage. Fortunately no one was hurt. It is hoped the guilty parties will be caught and taught a lesson.

10/10/1919 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The Canadian Pacific Railway have remodelled their local cattle yards on request of the shippers of this vicinity. Special features are more pens and two chutes for loading.

12/12/1919 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Owing to the shortage of coal the C.P.R. will discontinue its fast train from Montreal to Vancouver. It passes here in the afternoon at five o'clock.

09/01/1920 Eastern Ontario Review Montreal and Ottawa Alfred

Using Alfred Peat at Parliament buildings

Some of the peat which was manufactured into bricquets at the bog at Alfred, Ontario, during the last summer has arrived in Toronto for use in the parliament buildings. A carload of the peat, about 29 tons in all, was delivered at Queen's Park yesterday.

It is not the intention to use the peat in place of regular coal for heating the boilers. Instead, the plan is to use it in the fireplaces in the different offices. In this way the members of the cabinet and members of the legislature will be able to see the sort of fire it will give.

While the experiments at Alfred were discontinued for the season in October, the refined product has not yet been all shipped. The difficulty has been that the freight rates are too high. Application has been made by the joint Provincial and Federal commission, which is carrying on the experiments, for a commodity rate. Thus far this has not been granted by the railways.

The two machines which were used to manufacture the peat during the summer are now being overhauled. New boilers are being put in them so that peat can be used as fuel. Last summer coal had to be used to fire the boilers, as it had been impossible to get proper equipment during the war. It is expected the experiments will be continued next spring.

30/01/1920 Eastern Ontario Review Montreal and Ottawa Plantagenet

Plantagenet. The new C.P.R. station is now in use.

13/02/1920 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Complaints have been filed with the Canadian Pacific Railway Company protesting against its referring to "Vankleek Hill Village" on tickets, transfers etc.

It is a serious offence for anyone to refer to us as a "Village".

They ought to be slapped on the wrist for that offence.

S.A. Gormley Victim of Crossing Accident

The funeral of S. Alexander Gormley, well known insurance man who was killed when a C.P.R. train crashed into his motor car at Glen Nevis crossing, Glengarry County, last evening was held from the home of his brother Dr. Joseph Gormley at Crysler on Sunday.

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The accident in which the deceased met his death, occurred about 6.15 o'clock, Friday evening last, when the C.P.R. west-bound passenger train No. 26 crashed into it.

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23/09/1920 *Ottawa Journal* *Montreal and Ottawa* *Alfred*

CP #1, the Trans Canada Limited with 300 passengers aboard hit a freight train head-on at Alfred at 1am this morning. 2 baggage and express cars on the head end of the passenger train were demolished, and 7 box cars on the freight train were derailed, but no one was seriously injured.

The rescue train took the passengers back to Vaudreuil, then up the Grand Trunk to Ottawa.

The mishap was caused by the freight train running through the east switch before stopping to clear the passenger train.

23/09/1920 *Ottawa Journal* *Montreal and Ottawa* *Alexandria*

One hurt when Trans Canada flyer in wreck

Crashes into freight train on siding at Alfred after midnight

CPR main Montreal line blocked as result

Passengers on famous train shaken up and frightened in accident

A heavy fog is said to have been responsible for the failure of the engineer and fireman of the Trans Canada train to see the headlight on the freight train engine, which extended beyond the siding to the mainline track and resulted in last night's wreck. It is also stated that the brakeman of the freight train had not time enough to lay torpedoes on the track, to warn the passenger train of the danger. It is stated by railway officials that a temporary track will be constructed at the scene of the accident immediately.

300 passengers on the Canadian Pacific Railway Trans-Canada Limited, No.1 train, miraculously escaped death or serious injuries, shortly after midnight this morning, when that train plowed head on into a freight train at Alfred, Ont., about 35 miles from Ottawa.

Only shaken up.

The baggage and express cars of the passenger train were smashed, but all persons escaped with nothing more than a severe shaking. The engineer of the freight train sustained severe injuries about the head, and also a shattered the arm. With this exception no one was injured. The Trans-Canada was coming towards Ottawa.

A statement on the accident could not be obtained at the CPR offices today, but officials immediately left the city for the scene of the smash up to conduct an investigation. The Montreal - Ottawa line is blocked by the wreck.

Freight train too long.

Reports from residents at Alfred are to the effect that the accident was responsible to the inability of the freight train to place all its cars on the siding about 3 miles from the railway station. The siding at that point is said to have been too short to hold the full train, with the result that several cars on the front of the freight train and the engine were left standing on the mainline track.

Seven box cars piled up.

No warning it is said was given to the Trans-Canada train, and it was traveling at a fairly high speed when the impact occurred. Passengers marveled that the more serious wreck did not result. Engines of both trains were severely damaged but on the passenger train the damage did not run farther than the second car. The smoker came next, but this coach escaped untouched. Seven box cars on the freight train were piled on top of one another along the track.

Due you here at 2 a.m.

The Trans-Canada train was due in Ottawa shortly before 2 a.m. standard time.

When the impact occurred, the passengers in the sleepers for jolted in their berths. Slight panics prevailed in some of the ten sleepers and tourist coaches, and within a few minutes after the collision all the passengers were alongside of the wrecked train in scanty attire. Their anxiety was relieved when the train crews informed them that no one was injured. Around by Smiths Falls.

The passengers arrived in Ottawa shortly after five o'clock this morning on a special train which was ordered out from Montreal. It was necessary for the train to detour back to Vaudreuil, using the Grand Trunk tracks for a part of the way. The passengers were finally despatched to Smiths Falls, where they resumed the journey to Ottawa.

Mr. James H Hughes, assistant superintendent of the road, and other officials left for the scene of the wreck early this morning to conduct an investigation.

Main Line blocked.

As a result of the smash up the main line was blocked to traffic today. The CPR Montreal train, due in the city at 11:30 o'clock this morning did not reach the city until 12:35 p.m. This train was dispatched from Montreal to Bedell and then over the Toronto Montreal line to Kemptville. CPR Montreal train 501, due at 10:55 a.m. had not arrived in the city at 2 this afternoon.

It was announced at the CPR offices that the Ottawa Montreal line would be closed to all traffic until the line is cleared of the wrecked trains.

Tells of accident.

The Trans-Canada flyer crashed into a freight train which had overrun the siding at Alfred said Mr F Nash Billsoley of Norfolk, and Commissioner of Fisheries of that state, who arrived at the Chateau this morning after his experience. Mr. Billsoley, said the accident happened about midnight. Immediately after the crash, Mr. Billsoley said, there was considerable confusion for a few moments but with the discovery that no one was hurt, the passengers patiently waited for the train to take them to their destination.

The freight train, which caused the wreck, had evidently pulled in on the siding to allow the flyer to pass and unfortunately over ran into the mainline. The flyer, pounding along on her way to Ottawa, smashed head on into the freight engine. Seven freight cars were hurled from the rails while the engine and the first two cars of the flyer were badly smashed. Mr. Billsoley attributes the escape of the passengers to the fact that the first car in rear of the flyer engine was an express car and the next a mail van. These two cars acted as a cushion, he said, and took up most of the shock. Several other passengers were thrown from their seats and were slightly shaken up, but no one was seriously hurt.

Mr. Bill Sully is here to attend the Fisheries convention in the Victoria Museum and is none the worse for his trying night.

Fog is blamed for bad crash at Alfred spur

Freight engineer receives severe injuries when passenger engine hits his train.

The head on collision between CPR Trans Canada passenger train No. 1, westbound and No. 86 freight train, at Alfred, early yesterday morning, has been fairly well established, as having been due, primarily, to dense fog. Mr. James H. Hughes, assistant superintendent of District 4, who was at Vaudreuil at the time of the accident, proceeded at once to the scene to investigate. He remained in Alfred all day yesterday.

Too long for siding.

From the stories related by members of the train crew and passengers, it develops that number 86, which had pulled into the siding at Alfred to allow the Trans-Canada to pass, was too long for the siding. After clearing the rear of his train from the main track, the engineer of the freight found that his engine and one or two cars still remained on the mainline. Realizing that arrival of the fast train on its way west was important, conductor Sproule, of the freight, send out a flag man with a lantern and flares.

Fog blinded engineer.

The flagman had only preceded a short distance along the track when the headlight of the onrushing passenger train showed dimly through the dense fog. He waved his lantern frantically, but the fog prevented it from being seen, and a second later, the head on crash of the two locomotives occurred. The collision completely wrecked two baggage cars immediately in rear of the engine on the passenger train, and the express car was thrown on its side in a deep ditch, filled with water and mud to a considerable depth. The rest of the coaches remained on the rails, the occupants suffering no injuries beyond a severe shaking up.

Much equipment wrecked.

The two engines were locked by the impact, and thrown to one side of the track. Seven box cars of the freight train were demolished. The engineer of the freight train is said to have received severe injuries about the head, and a shattered arm.

Stuck to throttle.

The express car rolled into the ditch just a few feet in front of him. The engineer of the passenger train, Mr. J Chisholm, 603 Wellington Street, Ottawa, stuck to his throttle, and came through the ordeal with only a severe shaking up. Last night he was suffering little or no after effects.

Through traffic resumed.

Through traffic on the Ottawa Montreal line was established shortly after 2 p.m. yesterday after a tie-up of some 12 hours. The track at the point where the wreck occurred was badly torn up, and temporary repairs were affected. The wreckage from the two trains lies on either side of the tracks.

04/12/1920 *Ottawa Journal* *Montreal and Ottawa*

Railway buys 300 acres of land east of Ottawa.

Understood CPR plans to erect round house and establish yards.

Broad street yards to be practically abandoned.

One of the largest dents in suburban property that has taken place around Ottawa in years was finally settled recently when several farmers in the vicinity of Cyrville sold 300 acres of farming land to the Canadian Pacific Railway. The amount involved is over \$30,000, prices paid ranging from \$50 up to \$200 per acre, depending on the quality and locality.

The sale means the settlement of a question that has caused speculation among real estate dealers in the city for some years - the location of the C.P.R. round house and sheds. The railway company will shortly commence the erection of round houses, sheds and repair shops for this district on the new site, which will, no doubt, involve the additional expenditure of several thousands of dollars and mean work for several hundred men next year. All work of this nature, and buying of property is done through the head office of the Company in Montreal, so that details of the construction are not known here.

Takes in several farms.

Since the C.P.R. discontinued using the old Broad street station it has been handicapped on account of the situation of its yards in relation to the Union Station. Each C.P.R. train that entered Central station from any direction was forced to proceed by way of the Interprovincial bridge to Hull and back over the Upper Chaudiere bridge to the Broad street yards. Most of the trains were made up in those yards and brought to Union Station.

The newly acquired property commences about half a mile beyond the city limits and takes in part of Bannermount and part of the village of Cyrville.

Hurdman's road runs through the property as does the present main line of the C.P.R. to Montreal. The property takes in several former farms and small holdings.

The farm of Mr. Bernard Slattery on Hurdman's road, consting of 48 1-2 acres, is the largest farm sold. Another large property is the 41 acre farm of Mr. John Ruenan. The rest of the property is made up of small parcels.

To end smoke nuisance.

The smoke nuisance from the Broad street yards, which had been a source of complaint lately on the part of city officials and residents in the vicinity, is understood to have been one of the primary causes for the C.P.R. removing their shops beyond the city limits. The fact that the yards are to be taken out of the city will mean a bug loss in taxes and the number of workmen who will in time move in the direction in which the shops are located will be large.

The big Broad street yards, it is understood, will not be used so extensively after the new plant is erected and yards ready.

30/01/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Plantagenet*

Plantagenet. The new C.P.R. station is now in use.

11/02/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The local plant of the Borden Farm products Co., uses between fifty and sixty carloads of St. Lawrence ice during a season! Already over thirty carloads have been stored.

06/05/1921 *Eastern Ontario Review* *Montreal and Ottawa* *St. Eugene*

A case of "booze" was stolen from the C.P.R. station here recently. Detectives are busy trying to locate the guilty party.

17/06/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

A boom to dairymen of this section

The CPR inaugurates a refrigerator car for cheese.

The Canadian Pacific Railway at the request of the Department of Agriculture effective June 7th to September 3rd, 1921, both dates inclusive, will place an iced refrigerator car at the Vankleek and McAlpine stations on Monday of each week for shipments of cheese to Montreal. The cars are lifted same evening by fast freight and are ready for delivery in Montreal the following morning at 7 a.m.

The Canadian Pacific considers it much better to ship on Monday instead of Saturday owing to the fact that cheese shipped on Saturday takes twenty-four hours longer to make delivery owing to laying in cars all day Sunday.

The first cars were placed on Monday June 13th. Cheese shippers will do well to take advantage of the service, and have their product arrive in first class condition during the hot weather.

01/07/1921 *Eastern Ontario Review* *Montreal and Ottawa*

Cheese is now shipped from stations along the C.P.R. between Vankleek Hill and Montreal, in a refrigerator car.

01/07/1921 *Eastern Ontario Review* *Montreal and Ottawa*

Allan Kennedy, a deaf farmer, was instantly killed by being struck by a C.P.R. train near Glen Nevis one day last week.

30/09/1921 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The Canadian Pacific Railway will change the name of their Vankleek station to Vankleek Hill. Effective on their new timetable of October 3rd, 1921.

04/11/1921 Eastern Ontario Review Montreal and Ottawa

Hawkesbury

Some one hundred of our men are employed by the C.P.R. on the track between Vaudreuil westward, and receive a pass every fortnight to come and visit their families. It appears that last Saturday night the men were noisy on the train and caused considerable annoyance. We learn that if the thing is repeated the men will not only lose the privilege of a free pass, but will be discharged.

03/03/1922 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

On Monday morning, as the C.P.R. train was coming in, the two small ?? wheels of the engine jumped the track due to some ice in the ?? Fortunately the train was only going about six miles an hour ?? The bumping in the ties ?? the passengers considerably ?? few of those who were up making ready to get off were thrown off their feet.

02/06/1922 Eastern Ontario Review Montreal and Ottawa

Refrigerator cause for cheese to Montreal

The Department of Agriculture have requested the reinstatement June 5th to September 2nd, 1922, the Canadian Pacific Railway will place at the Vankleek Hill and McAlpin stations a refrigerator car to be loaded on Monday of each week with cheese. These refrigerators are picked up by fast freight same day and the cheese is delivered the following morning to the different consignees in Montreal.

Good team track facilities are provided leading to the Canadian Pacific Railway at Vankleek Hill.

The refrigeration received by the cheese from the time it is loaded here until it arrives in Montreal, leaves the cheese in excellent shape for the test the cheese receives there by the dealers. Shippers in this locality will do well to take full advantage of these shipping facilities.

23/06/1922 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The C.P.R. station yards here are undergoing very decided improvements. A gang has widened the gateway by removing the hedgeback ten feet, and re-cindered the yard. The popular agent, C.E. Armstrong, is always up to date when improvements are needed.

11/08/1922 Eastern Ontario Review Montreal and Ottawa Pendleton

Montreal. - Not only does the Canadian Pacific Railway recognize acts of bravery by its own employees, but it acknowledges them when performed by those outside its service. This was shown when the Canadian Pacific recently applied to the Canadian Royal Humane Society for recognition of Samuel J. Dixon, of Pendleton, Ontario, for his gallantry in Saving Miss Amelia Boudreault, of St. Pauscal, Ontario from serious injury or probable death.

At the suggestion of Mr. A.D. MacTier, vice-president, C.P.R., several affidavits from witnesses of the incident and others bearing on the courage and presence of mind displayed by Mr. Dixon was supplied to the Royal Humane Society, and as a result the society has decided to grant a medal for bravery to him. The incident happened at 6:30 p.m. on February 11th last, when Miss Boudreault, who was late for the train, ran after it as it was leaving Pendleton station, and in attempting to board it fell between the end of the platform and the train wheels.

Affidavits of several witnesses pay a tribute to the pluck displayed by Mr. Dixon. They show that as he was walking on the platform he noticed the young lady clinging to the bars of a coach. Just as he reached her she released her hold and fell, her head striking the oil waste box of the car truck. This swung her around with her feet on the rail. Part of the train hit her, throwing her head and shoulders across the rail. At this instant Mr. Dixon grabbed her and pulled her clear of the moving train wheels. While holding her until the train passed out, Mr. Dixon himself was hit on the head by a coach step. The injured woman was taken to the CPR agent's residence and attended by the local doctor. She recovered soon afterwards, and admitted there was no one to blame for the occurrence but herself.

25/08/1922 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

About 75 harvesters left the C.P.R. station at Vankleek Hill on the 11th for Winnipeg. This is the largest number for a good many years.

TWO NOW DEAD RESULT HULL CROSSING

"Double headed" Engine Collides With Truck Containing Five Hull Lads, and A. Bertrand, Chauffeur.

CONDITION TWO INJURED CONSIDERED DANGEROUS

Lucien Ouellette. Aged 12 Years, is Killed Instantly and younger Brother Dies Today.

Another victim of the fatal train and automobile collision which occurred at St. Florent street railway crossing. Hull, Thursday afternoon when one boy was killed outright and five others seriously injured, died at the Sacred Heart Hospital at six o'clock this morning. He was Hector Ouellette, aged 10. brother of Lucien Ouellette aged 12. The latter was instantly killed and his body terribly mangled when the train crashed into the car

Condition Dangerous

Of the four other occupants of the motor truck when the crash occurred, two, Maurice Bertrand and Alpee Bertrand, the latter the driver of the truck, were declared by the authorities at Sacred Heart Hospital this afternoon to be in a very dangerous condition, both suffering acute pain, with lapses into unconsciousness. Leopold Goulet, another victim, was stated to be resting easily with every possibility of recovery, the sixth occupant of the truck, was declared to be the one who had escaped with the least injury.

Non-railway details omitted

The accident occurred about five o'clock yesterday afternoon, when the automobile truck with its six passengers, and driven by Alpee Bertrand, was struck by C.P.R. engine number 2022 as the car was crossing the tracks at St. Florent street, two blocks south of Hull station. It was stated that the train was travelling slowly and that it whistled, but that Alpee Bertrand did not hear it until too late!

Carried 300 feet

When the truck was hit, it was carried for nearly 300 feet and most of the occupants were thrown out on both sides of the track. Thirteen-year-old Lucien Ouelette, who was sitting in the centre of the truck, was killed instantly and his body which was dragged for over 100 feet, was completely severed in seven pieces. The injured, except for young Royal Belanger, who was carried to his home nearby, were taken to Sacred Heart Hospital.

Alpee Belanger, of 57 Frontenac street, Hull, aged 29, was taking the truck out for a trial spin. He picked up his young brother and sister, Maurice, and Jeanette, also the two Ouelette boys, living nearby and Leopold Goulet and Royal Belanger, who were playing in the neighbourhood. The two Bertrand boys occupied the seat while young Belanger and Hector Ouelette were sitting with their feet dangling over the rear of the truck. Goulet was standing on the running board and Lucien Ouelette was sitting on the floor in the centre of the car.

Just as the truck was crossing the railway tracks on St. Laurent street, C.P.R. engine 2033 with engine number 504 attached, which had been hidden by trees, appeared almost on top of them. The driver of the truck, Alpee Bertrand, swerved to the right to clear the tracks. In doing so it is thought he ran off the graded crossing, and his wheels locked in the tracks. No one had time to jump before the engines, which were only travelling at 10 miles an hour, hit the truck squarely in the middle.

Non railway details omitted

According to eye witnesses of the accident, two large trees in Mr. Maurice's property deadened the sound of the bell of the approaching train. The trains whistle was also deadened, apparently misleading the driver of the truck as the distance off of the approaching train. Mr. John Maurice, who was one of the first to assist the injured, stated that many near accidents had occurred at this crossing. Requests had been made for a level crossing but without avail. He had already pulled down a building on his property which concealed the approaching trains, but the trees still screened its approach from on-coming vehicles.

Allege Whistle Blown
According to C.P.R. officials. Engine 2022, in charge of Engineer Stan Stewart, and Engine 504 under Engineer Bottrell, were proceeding slowly. The bell was ringing and the whistle was blown at all three intersections, including St. Florent street. The accident caused the derailment of the tender of Engine Number 2022 and a wrecking crew was sent out from Ottawa.

The Brockville train was not delayed by the accident as engine number 2022 was replaced and the train detoured by way of Hurdman. Engine number 504 was held up for nearly 30 minutes before it could take out the Gatineau train.

Non railway details omitted

*17/05/1926**Ottawa Citizen**Montreal and Ottawa**Prince of Wales Bridge*

New railway bridge above the Chaudiere

A new steel bridge above the Chaudiere Falls is contemplated by the Canadian Pacific Railway to replace the present structure known as the Prince of Wales' bridge, connecting Ottawa West and Wet Hull. It is expected the new bridge will be erected this summer. The present structure was built in 188- and is still perfectly safe, but a new bridge is necessary to carry the heavier power engines in use. This will do away with the necessity of changing engines and bringing the trains over the bridge with lighter engines.

*04/12/1926**Ottawa Journal**Montreal and Ottawa**Ottawa Union*

Prince George slept in private car Killarney at the station.

*21/02/1927**Ottawa Journal**Montreal and Ottawa**Chaudiere bridge*

At an expenditure of about \$750,000, the new bridge for the Canadian Pacific Railway has been constructed over the Ottawa River in the past eight months, and is now in full service, carrying the heaviest equipment. In that time, the old bridge between Ottawa West and Hull West was taken down span by span, the new and heavier structure replaced it between trains, and in the whole complicated process so exact were the plans and the adjustments that in only four instances were trains delayed. In no case was the delay longer than 20 minutes.

The old Prince of Wales bridge was constructed in 1880. It was adapted to the light equipment of that date, and when modern locomotives were developed the old structure was not sufficiently sturdy to bear their weight with the desired margin of safety. As a result traffic hauled by heavy locomotives running between Union Station and Ottawa West had to be operated by way of Hurdman, a distance of 10 miles rather than by direct route through Hull, over the bridge, which would have saved six miles, and these was a general slowing up of Canadian Pacific traffic in the terminal area.

Work on the new bridge was commenced last July. It uses the piers of the old bridge and follows the same route, but it is of heavier construction throughout and will bear the weightiest equipment. From the Ottawa shore to Lemieux Island, a distance of 900 feet, there are six spans, and from the island to Hull, 1,250 feet, the structure is divided into seven spans. A single line of tracks is provided and there is no accommodation for motor traffic or pedestrians.

For some days heavy locomotives have been using the bridge, which now is complete except for some minor details.

*02/08/1927**Ottawa Journal**Montreal and Ottawa**Ottawa*

Prince of Wales and Prince George arrive by C.P.R. special royal train.

C.P.R. MAINUNE TRAFFIC UPSET BY DERAILMENT

One Hundred Feet of Track Torn Up At Ottawa Ottawa Station.

PASSENGERS FELT ONLY SLIGHT JAR

The engine and two cars of the crowded C. P. R. Transcontinental train from Winnipeg were derailed at 5.05 this morning immediately under Connaught Place at Union Station. More than 100 feet of track were torn up and for more than three hours the main line was put out of commission.

There were no casualties, perhaps owing to the fact that the Western train was going only eight miles an hour when the accident occurred.

The derailment took place just in front of a switch, almost immediately under the eastern exit of Connaught Place, and the engine and cars left the track on the station side of the line.

Are Probing Cause

The tracks at this point are about 30 feet from the Rideau Canal, from which they are protected by a cement wall. The through mail and baggage cars were derailed, but the diner, which was the next car to the baggage carrier, remained on the track.

No cause has been assigned for the accident, but an investigation is proceeding under the direction of District Superintendent J. K. Hughes of the C. P. R. For three hours all C.P.R. trains had to be rerouted on the line via Hurdman's Bridge. The first train to pass the repaired track was the early morning Gatineau train at 8.05. Up to noon workmen were still engaged in repairing the tracks

Little Excitement

H.Z. Hudson, of Winnipeg, who was a passenger on the train, told The Journal there was only a slight jar which (sic) the engine and cars left the track Mr. Hudson, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement.

C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal and eastern points.

U. X. Hadsoa, of Wlaalpeg, who was a passenger on the train, told The Journal there was only a slight jar which the engine and cars left the tracks. Mr. Hadsoa, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement. C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal Montreal and eastern points.

Finds death of C.P.R. employe was accidental.

A verdict of accidental death was returned by a coroner's jury at McAlpin station last evening after hearing evidence concerning the death of Herbert Sproule, 64, Laurel Street, Ottawa, C.P.R. conductor, who was instantly killed on the afternoon of Nov. 6, when he slipped under the wheels of a moving freight train at McAlpin station. Coroner H.H. Kirby, M.D., of Hawkesbury, presided. Five witnesses were heard, their evidence being that Sproule jumped off the moving train and slipped on the platform and under the wheels. Those who gave evidence were: Mr. McDermott, brakeman, and William Pearl, station agent.

On the Way to Montreal

Many people have taken the train to Montreal, but nobody ever seems to have written about It. This commonest of trip has been unsung by poets and unhonored by scribes who have meanwhile, dilated lavishly on the loveliness of the south, the hardships of the north, the future of the west, and pre-Confederation glories of the east. It's about time somebody said something about the trip to Montreal.

Montreal, according to its own admissions, is a city of a million people, situated on an extinct volcano now familiarly known by Jacques Cartier's label. Mount Royal. It is, 113.3 miles by Canadian Pacific short line, 116.5 by Canadian National main route, 120.3 by North Shore Canadian Pacific, and 113-.6 by Canadian National Tunnel Terminal. It is more than three hours by car and two days by boat.

As you leave Ottawa, you fly past the gas works panorama and railroad yards of the New York Central, before crossing the Rideau and cutting loose in good earnest going by Canadian Pacific, you slip past a number of stations. English in their name, but now as French as Gaspe. Blackburn. Navan, Leonard, Hammond, Bourget (formerly The Brook) Pendleton, Plantagenet, Alfred, Caledonia Springs and McAlpine are all in name as English as five o'clock tea or broad a's. It is an ironic touch that the first English town has a non-English name, Vankleek Hill being named after that inhabited nob in Prescott county, about a century ago. Now not a Vankleek can be found, beat about the town as you may.

Meanwhile, if you travel by Canadian National (and here the writer emulates the circus equestrian and rides two horses at once you pass first, the now cobwebby spa at Carlsbad Springs, once famed for its water, but now gone back to prestige like its rival. Caledonia Springs, which was a bigger place hundred years ago than it is today.

So we come to the mythical Junction of South Indian, where the old line from Rockland used to join the main route by means of what courteously was described as a train. But the sobriquet South Indian jarred the finer susceptibilities of the folk thereabout, and the lofty-sounding Limoges now replaces it. This is the spot where they spilled the Irish President Cosgrave a few years ago.

There are good towns on this line, the old Canada Atlantic under the direction of its owner, the late J. R. Booth, building wisely. The best of all these is Alexandria, where Gaelic may yet be heard, and which more truly seems to typify the county town of the united counties than the commercial Cornwall.

At Glen Robertson, a really and truly junction to be seen, the C.N. from Hawkesbury shooting in a 21-mile spur. Then the line continues east, allowing the traveller a view of Rigaud mountain far off to the left, before banging across the CP. Montreal-Toronto line near St. Polycarpe.

Reverting to the CP- the train passes Stardale, a shanty the size of a switchman's house, built on a little hummock, and after stopping at St. Eugene, rips into Rigaud. This French educational town has near it, Dragon, which blew up in 1917 when T.N.T. was being made there. The ruin can still be seen.

It is hard to find any scenery anywhere much prettier than the brief vista afforded the traveller as at reduced speed, he skirts Two Mountains Lake at Hudson. Towering beyond the lake are the twin Laurentide hills, with fertile acres nestling at the foot. A little lighthouse, white by day and cheerful flash of light by night stands out in contrast, while the islands that fleck the watery expanse give the picture a kinship with these overdrawn and over-colored postcard conceptions of Swiss lakes. Hard by is also the home of foot-packed Oka cheese.

Then both railroads shoot out into a magnificent expanse of line fences, and together they run into Vaudreuil. This is where the fun begins. As often as not, there is a race between the trains, and the inequalities of schedule fore-ordain in the passing of one train by another. If not, perhaps a friendly freight will provide fleeting rivalry, as it rolls merrily along. If one train has a local stop to make, it therefore has a faster schedule, and the passengers have the thrill of passing and being passed. There are always great racing diversions long; here, and one glimpses Dorval race track, the wish rises that some of the "bangtails" could have given the holder of uncollectable stubs just half as good a run for his money.

Then the backyards of Montreal, viewed over your shoulder from the CN, or in panorama from the CP. Westmount on the left, followed by coach yards, box cars, and first thing you know, a red cap to making off with your carpet bag.

Of course, you can take the day off and go North Shore. Unfortunately, both the North Shore and Tunnel route are much more picturesque, but slow locals, lack of parlor cars and eating facilities more or less bar anything but hardy travellers of the Byrd or MacAlpine type, and then one does not always think to bring along book to keep a diary. However, on behalf of those whose zeal for penetrating this rural fastness has been whetted, comfort can be proffered. Firstly, the Canadian National will some day use this as the main line to Winnipeg and Vancouver, just as they employ a continuation of it from Federal to North Bay at present (This part about using the Tunnel Terminal line to Citizen scoop!) Secondly, the Canadian Pacific already has added a parlor buffet car once a day via North Shore, and operates into Windsor Station. With the developments at Montebello, it is predicted a fast train will be put on in a year or so. At least, if that information did not come from President Beatty, it was told the writer by a cook in a CP. dining car. It therefore looks that as if within this generation, fast trains - luxurious trains, will serve these little known routes.

The history of these lines, properly told, should make good reading, particularly dealing with the old days of crazy rivalry, eight-foot drive wheels, and less-than-two-hour trains. After a decade of slow scheduling, the railways are snapping back now to something like fast time, and two-hour and forty-minute runs are the order on both lines in one particular pair of rival Limiteds. Those wanting to hear about the Montreal trip by boat or car will have to wait

AUSTIN T. CROSS.

25/01/1930 *Ottawa Citizen**Montreal and Ottawa**Alfred*

One man killed, two injured at Alfred station

Auto bearing three young men homewards for summer vacation runs into Montreal-Ottawa express.

http://news.google.ca/newspapers?id=3tE0AAAIBAJ&sjid=g_UIAAAAIBAJ&pg=6838,5396881&dq=train+railway+railroad&hl=en

18/08/1930 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

Tar laden truck smashed by train

Two men jump for their lives, one of them seriously hurt.

Plantagenet. Two men were injured, one seriously, when a tar spreading truck was struck by an eastbound C.P.R. train at the crossing here shortly before noon. Ivan Gillespie, aged 30, of London, Ont., driver of the truck, was badly burned about the face and hands, and suffered a fracture of one arm, while Wallace Focault, aged 25, of Montreal suffered minor bruises. Both men jumped to save their lives.

The truck, which is owned by the G.G. McCarthy Construction Co., of Montreal, was engaged in roadwork, and carried 1,000 gallons of hot tar. Just at the crossing here the truck was trying to dodge an automobile when the roar of the train was heard. They had no time to move the truck from the tracks, but leaped to the ground clear of the rails. The truck was demolished and its contents plastered a house beside the track.

The men were rushed to Dr. E.P. Kelly's hospital at Hawkesbury, Ont. It was later announced that though Gillespie's injuries were serious, he would likely recover. Focault is in no danger.

02/02/1931 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Unidentified man killed by engine on railway track

Up to noon today the unknown man who was instantly killed early last evening when struck by a C.P.R. engine near the Ottawa end of the Alexandria bridge, has not been identified although several persons visited Gauthier's morgue where body was taken following the accident.

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According to an eye-witness the man was crossing over the street car and railway tracks from the south to the northbound roadway and did not see the light engine approaching across the bridge. The engine was in charge of Engineer James Johnston and Fireman Jack Finn.

Engineer Johnston in his report stated that while proceeding at about twelve miles an hour a man, who was walking alongside the track, stepped between the rails immediately in front of the locomotive.

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Three die when train hits auto at crossing.

Three well-known Ottawa men were killed and two others seriously injured then the car in which they were returning from the Fairmont Golf Club was struck by the C.P.R. Imperial Limited at the St. Hyacinthe street level crossing at Beemer Station in the northern part of Hull early Sunday morning.

The train was travelling slowly, but the impact was sufficient to deflect the speeding car from its course. It turned completely around and crashed into a post, hurling the five occupants to the ground.

Emergency brake was pulled back

Evidence of the train crew indicated the car was travelling at a fairly fast rate of speed and in another fraction of a second would have been safely across the track as the engine struck fairly in the rear of the auto.

Evidently, James Shedden, owner and driver of the car, caught a glimpse of the train in those awful moments before the terrible impact came, for inspection of the car wreckage after the crash showed the emergency brake had been pulled back so strongly that even the two great shocks of collision with the locomotive and post failed to release it.

"If the driver had been looking for the train he could have sighted it while he was still fifty feet from the track and while it was about a hundred and fifty yards to his left. The road leading up to the crossing had been worn smooth and slippery and there were no chains on the car to help to bring it to a stop. It is thought the driver slammed on his brakes as soon as he saw the train, and in a few terrifying seconds the car slid along the slippery highway to doom.

As the car crashed, spun around and hurtled into the post, Scharf's body was hurled fifty feet to the platform of the Beemer station, the other side of the tracks. The others were all found within ten feet of the crash. The two survivors were found together, covered by the debris of the car, and within four feet of the spot where the collision occurred.

Open Inquest Today.

The train was stopped by Engineer Kelly within two coach lengths, and the injured rushed to Sacred Heart Hospital. An inquest was opened this morning by Coroner J. A. Isabelle.

Scharf, Tierney, Shedden and Warner were all employes of the Ottawa Car Garage. Casey, one of the survivors, had been working there until recently.

The funerals will all be held Tuesday, that of Tierney at 8.30 a.m., and those of Scharf and Shedden at 1.15 p.m. and 2.30 p.m. respectively, all from their late residences.

When those who were awakened by the crash donned a few clothes and rushed to the scene, the engine of the car was still running and the lights were still on. According to the management of the Fairmont Club, the men had been there less than half an hour after arriving there just about midnight. Casey, interviewed in hospital, explained that the party had not been premeditated, but just organized late in the evening on the spur of the moment.

Warning Bell Support.

The car, which glanced from the train to plunge into a telephone post, finally ended its wild career resting against another post a few feet from the one it first struck. A peculiar irony exists in the fact that the post which marked the last resting place of the death car was the support for the warning bell which guards the crossing.

Norman Casey, now fighting for life. In Sacred Heart Hospital, admitted one or two of the men had a glass of beer, but was positive that no one in the car was drunk. He was half asleep in the back seat of the car and knew nothing of the danger until the crash came.

He could not say if the driver had seen the train or not. Examination of the car later gave rise to the belief that Shedden, the driver, had seen the train as the hand brake was pulled back to the limit.

Car Badly Smashed.

The car was badly smashed. The train struck just behind the driver's seat on the left side. The windshield was shattered, as were the left windows. The right windows were not even cracked. All the left side, back and top was torn away.

Warner and Casey, the survivors, were seated on the right seat of the car.

Returning from the Fairmont Golf Club, near Fairy Lake, the party proceeded from the clubhouse and followed the Mountain road in to St. Joseph Boulevard, then they went along the boulevard as far as Montclair street, which they followed to St. Redempteur. From St. Redempteur they turned down Levis street and proceeded to St. Hyacinthe

It was at the C.P.R. crossing on St. Hyacinthe street between Gamelin and St. Etienne streets where the crash occurred.

They were travelling west on St. Hyacinthe street, evidently with the object of reaching Bridge street and going along this to the Chaudlere bridge, as most of them lived in the western part of the city.

The C.P.R. Imperial Limited was going north and approached them from the left side. The curve in the railroad track leading up to the crossing is slight and the party would have had an unobscured view of the track for three hundred yards had it not been for a small house on their left which reduced their field of vision to about one hundred yards. From a survey of the ground, it is apparent that the car could not have been more than fifty feet from the track when the driver saw the train, even if he noticed it as soon as it came into his range of vision.

Brake Pulled Back.

Evidently Shedden, the driver and owner of the car, saw the train, for examination after the accident showed that the emergency brake had been pulled backwards as hard as human strength could apply it. However, it is thought his momentum was too great to stop soon enough, as the road there is well-beaten and smooth and the car was not equipped with chains.

Reconstruction of the tragedy gave evidence that the car slid a little more than half-way across the track before coming to a stop or before the crashing locomotive stopped it in its fatal progress. This is deduced from the fact that the front of the car as far back as the driver's seat was not touched by the engine, but dented later by the impact with a post against which it was hurled.

Hit in the rear and left, the car swung completely around and was thrown against the signal post on the opposite side of the track from which it had been approaching. This was a distance of about only seven feet. The impact against the post threw the occupants from the car through the opening afforded when the left section of the body had been ripped away.

Dead When Found.

Scharf was thrown about fifty feet from the car, his body being picked up by Constable Sanscartier on the platform on the west side of the track and in the direction of the train's progress. He was killed instantly.

The remains of Tierney were found about eight feet away, immediately in the line of the automobile's direction. He had been flung from the doomed vehicle and plunged head first into a snowbank. He was dead when picked up and a deep impression was made where his head struck the snow.

James Shedden, the driver, who died while being rushed to the hospital, was found only four feet from the automobile on the same side of the track as his ill-fated comrades. Scharf and Tierney. He had suffered a fractured skull and internal injuries.

Warner and Casey, who were in the front and back seats on the right side of the car, the opposite one to that crashed by the locomotive, were flung out bodily as the car swung around and were picked up lying side by side, only two or three feet from the car, but covered with the debris of the smashed auto body.

Warner, Casey and Shedden, picked up by Constable Sanscartier and Constable F. Perron, were rushed to Sacred Heart Hospital, Hull, in Beauchamp's ambulance. The body of Scharf was taken to Gauthier's undertaking parlors, while the remains of Tierney were removed to Beauchamp's parlor

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Pigeon crashed through locomotive headlight

Injured bird found by engineer on C.P.R. train.

It's quite an experience for any pigeon to be aboard a train, but when a pigeon is a passenger in the casing of the headlight of a locomotive travelling at seventy miles an hour, its an adventure.

And that is exactly what happened Sunday night when a tiny pigeon broke the glass in the headlight of an Ottawa-bound C.P.R. engine in charge of C.F. Towsley, 5 Elm street. Mr. Towsley was proceeding from Vaudreuil to Vankleek Hill with his train when he noticed his headlamp flickering. He did not know the glass was broken, but decided to investigate on arrival at Vankleek Hill. He did so, and found the bird, still alive.

Mr. Towsley brought the bird into the cabin, and when he pulled into the Union Station, he placed it on the platform, but the bird could not fly, as it had been injured. The only mark of identification is a celluloid ring on its left leg. Mr. Towsley is anxious to locate the owner of the bird.

Excitement reigned supreme in Hull this morning - and it was not because of the provincial election campaign. Instead the Transpottine city was enveloped in smoke, three fires raging at the same time. Little actual damage, however, was reported, although thousands from Ottawa and Hull visited the various blazes on seeing the dense clouds of smoke hovering over the city.

Every available piece of apparatus at the command of the Hull fire department was put into play, while No. 2 Ottawa fire station pump was also summoned to assist in extinguishing one of the blazes.

The first call came at 11 o'clock when Hull stations No. 1 and 3 responded to an alarm from the Canadian Pacific Railway yards near the Beemer station where a large quantity of ties and logs, covered with tar had ignited. Several streams were used, but the smoke continued to ascend in large volume. The logs adjoined the Hull Electric Railway barns, but firemen prevented damage to the building by sprinkling water on it. There were also several freight cars on the tracks, neighboring the logs and ties but none took fire. The complete damage is estimated at \$500.

While the firemen were engaged in battling the blaze at the Canadian Pacific yards another call came from the Canada Cement plant, where a bush fire was in progress on its adjacent land. Chief Alphonse Tessier divided his forces, despatching a pump to the scene.

In the meantime a third summons was received to extinguish a bush fire on the Canadian Pacific Railway property near the Prince of Wales bridge, Aylmer road. No. 2 station Ottawa responded to the latest alarm, reporting no damage at all.

The voluminous clouds of smoke could be seen in practically every section, and hundreds called The Citizen to ascertain the whereabouts of the blazes.

W. Desmaris Hurt As Auto Skidded Into Path of Train

Fortunately C.P.R. Electric Coach Not Travelling Fast Over Hull Crossing. Wilfrid Desmarais, 355 St Andrew street, Ottawa, suffered dislocations of his hips and received serious cuts about his head when the automobile he was driving skidded into the path of the C.P.R. Ottawa-Maniwaki electric train at the Montclair Boulevard crossing, near the Beemer Station, at 9.15 this morning.

The exact extent of Mr. Desmarais' injuries will not be known until the results of the X-ray to be taken this afternoon are disclosed. He is now at the Sacred Heart Hospital, where he is reported to be resting- comfortably.

Fortunately, at the point where the accident occurred the train does not proceed at a very high speed. Mr. Desmarais was proceeding towards Hull from Wrightville. He noticed the approaching train and when he applied the brakes of his automobile the vehicle swung on to the tracks, where it was struck by the train and pushed about 100 feet.

Engineer Michael Kelly, 185 Bayswater avenue, and Conductor H. Bell, 253 Bronson avenue, after the train was brought to a stop, rushed to Mr. Desmarais' aid. Beauchamp's ambulance was called and he was taken to the hospital, where his injuries were attended to by Dr. E. Perras, Hull. The car was damaged considerably.

Two Accidents Occur at Same Level Crossing

Automobiles Struck By Trains Yesterday Afternoon and Last Night at St. Redempteur St., Hull

Occupants of two motor cars totalling seven persons narrowly escaped at least grave injuries in two accidents yesterday at the C. P. R. crossing on St. Redempteur street, Hull. One of the accidents happened about 3.05 in the afternoon in which Alvin Struthers, 336 1-2 Kent street, Ottawa, suffered a fractured leg. The other accident happened in the evening shortly before 10.30 when the most seriously hurt was Emile Villeneuve, 227 Notre Dame street, Hull, who suffered a bruise on his head.

The only cause that the accidents can be attributed to is that the drivers of the motor cars did not notice the approaching trains though one of the accidents occurred in daylight. It was stated last night that the roadway at this point is not icy.

Both accidents happened practically in the same way but those figuring in the evening mishap suffered less than the others. On both occasions trailers were attached to the autos.

Mishap Last Night

Seraphin Labelle, 27, St. Etienne street, Hull, was the driver of the car that figured in the evening accident. He was accompanied by the car owner, Emile Villeneuve and Israel St. Jean, both of 227 Notre Dame street, Hull. The car ran into the pilot of the locomotive of train No. 7 westbound between Montreal and the Soo. The collision was more of a side-swipe of the train and fortunately was not accompanied by any serious results.

Afternoon Accident

In the afternoon accident the engine struck the auto in the driver's side and dragged it more than 300 feet. Only the driver, Alvin Struthers, 336 1-2 Kent street, Ottawa, was injured. He suffered a broken leg and possible internal injuries. The other passengers in the auto were Irwin Prentiss, 358 Somerset street, Ottawa, Arthur Thompson, Lascelles, Que., and B. A. Rice oi Rupert, Que.

The train was pulling into Beemer station. Apparently the driver of the auto did not see the train in time to stop and as he tried to swerve onto the right of way the engine struck the car. It was dragged along the tracks for more than 300 feet but did not turn over. A trailer attached to the coupe was tossed into the ditch.

Dr. Lome Gardiner was called to Beemer station and gave medical aid.

Struthers was rushed to Civic Hospital in Beauchamp's ambulance. The train was in charge of Conductor H. Baxter. John L. McCoy, inspector for the C.P.R.. is investigating the accident.

As a result of these two accidents it is expected that there will be a move for action to protect this crossing. While the west side of St. Redempteur street is fairly open, houses line the east side to within a short distance of the right of way. At present there is no signal or gates although there is a signal bell at the St.

Hyacinthe street crossing a short block east.

C.P.R. loses appeal on protection at bridge.

Application by the Canadian Pacific Railway for reconsideration of an order compelling them to erect a railing along either side of the Interprovincial Bridge as protection for pedestrians was refused in a judgment by the Board of Railway Commissioners for Canada handed down this afternoon.

The company is ordered to provide the protection at their own expense within 60 days of January 28, the date of the order.

Tale of a railway collision at Hurdman's Bridge in 1903.

Soo train crashed into freight at midnight. Four men injured but no loss of life. Impact heard a mile away. Heavy express engine ploughed through lighter freight locomotive. Crew of both engines saved lives by jumping.

Here is something hundreds of middle-aged Ottawans may recall. It happened in the early morning hours of September 27, 1903. Four people were injured, two engines were badly smashed and three cars telescoped in a head-on collision on the C.P.R. short line, a little distance north of Hurdman's Bridge. Coming into Ottawa and travelling at a good rate of speed, the Soo train collided with a special freight which, contrary to the rules, had got on the main line while the right of way belonged to the express. The four persons injured were train hands:

Engineer M.J. Doherty, Ottawa; Express messenger R. Thompson, Ottawa; Baggage man Ed. King, Montreal; Brakeman Geo. Gobey, Hintonburgh.

None of the passengers were injured although some had very narrow escapes. That none of the train hands were killed outright was regarded as little short of miraculous,

At Midnight

It was just five minutes to one when the accident occurred. The west bound Soo train had left Montreal on time and was in charge of Conductor McIntosh with Engineer M.J. Doherty and Fireman M.J. Walsh. It was customary for freight trains to be moving back and forth between the Chaudiere and Sussex street and the freight in question had arrived a short time before from Prescott and was to be taken down to Sussex street.

From the account of the accident published at the time, it appears that at the tower the freight hands had received orders to do some shunting up to midnight and then go on a siding and allow the express to pass. They mistook the time or forgot the order from the towerman and remained on the main line until it was too late.

Sharp on time the Soo express rounded the curve near the locomotive sheds. It was then that the engineers of both trains saw what was going to happen. The express was travelling at a good rate of speed while the freight was barely moving. The engineers and firemen of both trains, seeing the inevitable, jumped for their lives and escaped serious injury.

Terrible impact

An instant later with an awful impact which could be heard a mile away, the two trains came together. Engine No. 303 on the Soo was of a large type and it simply ploughed through the smaller locomotive. Though the brakes were applied they were unable to arrest the velocity of the swiftly moving coaches and in less time than it takes to tell it the express and baggage cars and part of a colonial sleeper were telescoped.

Thousands of people who went out the following morning witnessed a hideous sight. Locked together with the smaller one underneath and partly obscured were the two locomotives. In the rear was an express car badly smashed and then the colonist car with its end stove in. In the express section there was a conglomeration of smashed trunks, valises, parcels and mail bags all mixed together while the cars were piled up in splinters.

05/09/1936 *Ottawa Citizen**Montreal and Ottawa**Ottawa*

Picture of interior

Interior of the buffet coach of the Canadian Pacific's new semi-streamlined train which was on exhibition here Friday and Saturday. One of these coaches, in which refreshments can be served at tables will be a regular part of each train when placed in service. The train is air-conditioned throughout and is the last word in modern day-coach travel.

27/12/1937 *Ottawa Citizen**Montreal and Ottawa**St. Albert*

St. Albert. Azarie Bourgeois, 65-year-old farmer of this village, was killed instantly early Friday afternoon when he was thrown into the path of an oncoming freight train by his horse which had bolted when frightened by the engine whistle

Mr. Bourgeois had gone to the station to discuss some personal business with the station agent. He was accompanied by a close personal friend and neighbor, Donald MacDonald. The two men had tied the horse and sleigh outside the station and went inside to see the agent. While they were talking, Mr. Bourgeois saw the approaching train and went outside to attend the horse. He had loosened the horse and was standing holding it at the head, when suddenly it bolted, dragging him close to the tracks and before he could free himself, he was thrown into the path of the Ottawa-bound train.

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31/12/1937 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

Bits of news gleaned from prints for the week of Sept 9, 1907.

John Blackburn, fireman, was killed, and Herbert Reynolds, engineer, of Rochester street, was seriously injured as the result of an accident on the C.P.R. at Plantagenet. A train of empty coaches collided with a ballast train near the station, derailing the passenger engine and wrecking several of the coaches.

Reynolds and Blackburn were found beneath the overturned engine.

Amazement caused at Union station by strange "train"

With the next train not due for more than two hours and no word of a special arriving, railway officials at the Union Station were startled about 7.45 last night to see twin headlights approaching from the north on the single two-way track from Hull. Block signals were immediately set against the train but the lights continued to advance. A switchman raced up the track swinging a red lantern, the universal signal to stop, and finally the lights stopped on the tracks just under the south side of the Plaza bridge.

C.P.R. officials who had followed the switchman up the track to investigate what was presumed to be an engineer running through block signals, were amazed to find that it was an automobile that was driving into the station on the tracks.

So He Went Ahead

The driver, Russell Robertson, aged 49, of 159 Belmont avenue, told police and railway officials that he had been coming across the Alexandra bridge from Hull and at the Ottawa end of the bridge had driven on to the Hull Electric railway tracks by mistake, instead of continuing along the road which swings right downhill under the tracks and comes out in front of the Printing Bureau to Mackenzie avenue. He said that once on the tracks he could not back up so continued ahead.

Mr. Robertson was taken to the Ottawa police station by Prowler Constables T. Stoneman and W. Meehan and was charged with reckless driving. He was allowed to go home but his car was kept at the police station.

In court this morning the case was remanded until next Tuesday without a plea being entered. The car was returned to Mr. Robertson. C.P.R. investigators said there was no charge against Mr. Robertson under the Railway Act. The incident will be reported to Montreal and instructions for prosecution, if any, will be issued from headquarters.

First Time on Record.

Railway officials said last night that it was the first time in their memory that an automobile had been driven into the station without special flanged wheels for official cars. With the automobile on the tracks it was a problem as to how it was going to be taken away. Constable Stoneman drove the car into the covered part of the station, jumped several sets of tracks then jumped the car up onto the cement walk which parallels the tracks. The car was then driven up to the glass partitioned part of the station and then south again to the mail-hole where mail trucks are loaded and from there around the powerhouse and to Besserer street. It was then taken to the police station.

Noticed in Despatches

Edward O'Brien, investigator for the C.P.R., said last night that since records of all movements of vehicles over the C.P.R. tracks are kept by the despatcher, the following message was sent over the despatcher's key:

"Automobile carrying Ontario license 2-U-280 arrived at Union Station, Ottawa from Hull at 7.47 p.m., March 9, 1938. No order or staff. Conductor did not report to despatcher."

Auto Undamaged

At the police station the automobile was examined and found to be undamaged. It was pointed out by police and by the C.P.R. investigators that to reach the station the automobile must have travelled across the trestle bridge which is a continuation of the Alexandra bridge and also along the edge of the cliff over the Ottawa river and Rideau canal where a slight miscalculation on the part of the driver would have toppled the automobile many feet to the ice below. Mr. Robertson told police that he had travelled along the ties when he found that he could not keep the wheels of the automobile on the narrow iron rails of the street car tracks.

Drove on Tracks dangerous Driving Charge Withdrawn

When on the evening of March 9, after crossing the Interprovincial Bridge, Russell Robertson, 159 Belmont avenue, drove his automobile along the railway tracks instead of the roadway and landed up at the Union Station, he surprised railway officials and a lot of others. The police figured he was guilty of something and as a start charged him with driving in a manner dangerous to the public. After a remand, the case was slated for traffic court yesterday afternoon. When it was called Sergt. Hector Lavigne asked that the charge be withdrawn as there was no evidence to support it. The only witnesses were those who saw the automobile moving merrily along the railway tracks with lights burning brightly and coming to a stop at the station where it was met by railwaymen who got a real surprise. They could tell little to prove reckless driving, in the opinion of the police, and so the charge was dropped.

The railway officials might have laid a charge for trespassing or obstructing the tracks or for something else but decided against any prosecution. They feel that there will not be many others who will take the same route to Ottawa.

Alfred Boire of Montreal is in a serious condition in Dr. A. MacDonald's private hospital in Vankleek Hill as the result of an accident which occurred about a mile east of the Canadian Pacific Railway station last evening.

Boire, with a companion, Adrien Marseilles, had boarded train No. 7 westbound C.P.R. train in Montreal West, and upon approaching Vankleek Hill, were preparing to get off the train. In climbing to the platform behind the tender, Boire lost his balance and fell to the road bed beside the tracks.

When the train pulled up at Vankleek Hill station, Marseilles told the crew of the accident and they returned to the scene to find Boire. He was taken to hospital in Vankleek Hill, where an examination revealed a broken right thigh and internal injuries as well as lacerations about the face and severe shock.

Provincial constable R.H. Wannell of Hawkesbury investigated the accident and as a result Marseilles was lodged in L'Original jail on a charge of vagrancy.

It was exactly 10.30 a.m. when the royal train pulled into Deep Cut, north of Ottawa East, where the C.P.R. crew, which had brought the train from Montreal, "gave over" to the C.N.R. crew who had charge of her from the Deep Cut to the Island Park Driveway temporary station

more - details of crew etc.

Engineer Walter Dickson was wreathed in smiles when he alighted from the C.P.R. royal engine. To a Citizen representative he said: "Throughout the trip neither my assistant, William Short, or myself laid eyes on Their Majesties, but we are proud of the fact that we were pulling them to the Capital from Montreal. When we arrived at Caledonia Springs in the early hours of the morning, it was our first duty to stand by the engine and guard it during the remaining hours of the night, but we did not mind that in the least,"

Everything went smoothly

"Everything went just as smooth as silk throughout the journey from Montreal to here," said Mr. Dickson. "When we left Caledonia Springs at 8.05 this morning the station platform was just jammed with a wildly enthusiastic crowd of people who gave Their majesties a splendid send-off. At all stations along the route, between Caledonia Springs and here we slowed up to allow loyal citizens to pay homage to Their majesties"

more

21/06/1940 Ottawa Citizen Montreal and Ottawa Navan

Police Office is Promoted for Act Near Navan, Ont.

J.A. Stringer promoted to Sergeant for bravery in Tracking Down Transient who Shot Fellow Officer.

As a reward for his bravery in tracking down and shooting to death the murderer of a fellow officer in the vicinity of Navan, Ont., yesterday, acting Sergeant J.A. Stringer of the provincial police force has been promoted to sergeant. Navan is 20 miles east of Ottawa.

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Constable Harold Dent was shot to death in the Navan railway station by a transient he was trailing as a shop breaking suspect. Before he died he gave his gun to Sergeant Stringer who cornered Dent's slayer in a nearby bush and killed him. Stringer, attached to the Timmins division of the Ontario police, was visiting friends in Navan at the time.

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Sergeant Stringer had his hat shot off during an exchange with the murderer in the bush.

24/06/1940 Ottawa Citizen Montreal and Ottawa Navan

Ontario and Quebec Police Honor Late Constable Dent
Rockland June 23.

More than 100 police officials from Eastern Ontario and Western Quebec joined with hundreds of relatives and friends on Sunday afternoon in honoring the memory of Provincial Constable Harold H. Dent, who was shot to death by a stranger he sought to question at the Navan railway station last Thursday.

02/10/1942 Ottawa Journal Montreal and Ottawa Ottawa Union

Train Derailed, Entering Station

The C.P.R. morning local from Maniwaki was derailed at 8.40 today as it entered Union Station from the tunnel underneath Connaught Place. Only the locomotive left the rails and no one was injured.

The train was travelling slowly and the locomotive had just entered the opening between the tunnel and the train sheds when the mishap occurred at a switch. The train crew was able to bring the train to an almost immediate stop. The only inconvenience to train passengers was that they were forced to walk from beneath the tunnel to the station.

The derailment forced a 20-minute delay for the second section of the C.P.R.'s Vancouver-Soo train which had to enter the station by way of Hurdman's instead of the tunnel.

The track was cleared one hour after the accident and A. L. McGregor, divisional superintendent of the C.P.R. said the cause was under investigation..

02/12/1944 Ottawa Citizen Montreal and Ottawa Bourget

2 Ottawa Men, One Eastview Resident, Dead

Three Ottawa plasterers were instantly killed at 9.35 a.m. today when their automobile was struck by the first section of the Montreal-Ottawa C.P.R. train at the Bourget station level crossing.

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This was the second fatal level crossing accident to occur at Bourget within a week. Isidore Leduc, 63-year-old farmer was killed in similar circumstances last Wednesday morning.

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It took ten men to release the automobile from the locomotive. The bodies of the three men were placed in a baggage car and the train backed up to the station.

07/04/1945 Ottawa Citizen Montreal and Ottawa

Roger Brown, a truck driver of 275 Rochester street, was killed instantly when his truck was hit by a CPR Montreal to Ottawa train at the Carville crossing near Hurdman's Bridge.

30/03/1946 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

CPR Traffic To Be Re-Routed

Canadian Pacific Railway trains will be re-routed via Hurdman's Bridge, Ellwood and Ottawa West, so that CPR service will not be interrupted by the fire on the Interprovincial Bridge, last night.

In the case of the transcontinental Montreal-Vancouver trains, numbers Seven and One, westbound, will come into Union Station and then back out to Hurdman's, swing on to the "Y" there and pass through Ellwood to Ottawa West, rejoining the main line at that point East-bound transcontinental, numbers Eight and Two, will reverse the procedure and instead of crossing the river at Ottawa West and, entering Ottawa via Hull, as usual, will remain on the Ontario side of the river, running via Hurdman's Bridge into Union Station.

Ottawa-Montreal, North Shore, Maniwaki and other CPR trains normally using the Interprovincial Bridge will be routed through Ottawa West and will cross the Ottawa River at that point.

The CPR owns the Interprovincial Bridge, officials of the company told The Journal late last night. They could not say how much it would cost to repair the damage, but "it will be a major job". Montreal head office is expected to issue a statement today as to the cost of repairs and length of time it will take.

Three Hull Electric Railway street cars were stranded on the Ottawa side, and will remain there until the bridge is cleared for traffic again.

Buses and all the street cars of the Hull company will meet Ottawa street cars at the Chaudiere Bridge terminal, to carry passengers to destinations in Hull but no buses will come to Ottawa,

30/03/1946 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

During the early 1900's, William McFall, grandfather of Gordon Alexander, an employee of the Citizen's night composing room staff, was the chief engineer on the initial run of the Ottawa-Gatineau train. The locomotive was the first to travel over the expansive Alexandra bridge which was greatly damaged by fire last night.

In 1900 Mr. McFall was also pilot engineer of the Royal Train which transported the late King George V and Queen Mary when they were the Duke and Duchess of Cornwall and York and were visiting Canada.

Mr. Alexander told how on April 11, 1911, his grandfather was on his regular run along the Gatineau River when the tracks were washed out, forcing Engineer McFall to bring his train to a halt in order to save the lives of his passengers. Despite Mr. McFall's heroic efforts to save the locomotive, the boiler exploded and as a result he was seriously injured. Two days later he succumbed to his injuries in hospital.

Mr. McFall's gallant attempt to save the train and passengers drew attention from the Governor General who presented the trainman's wife with a decoration for her husband's bravery.

Fire sweeps Eddy Pulp Stock and Interprovincial Bridge
 Flames are Checked Near Main Eddy Company Mill
 Cigarette Butt Starts Worst Fire in Greater Ottawa in 46 Years - Thousands Worth Blaze

Most spectacular fire to occur in the Greater Ottawa area since the destruction of Hull in 1900, last night destroyed the Quebec half of the Interprovincial Bridge, and raged unchecked throughout the night in the mountainous pulpwood stock pile of the E. B. Eddy Company, causing damage estimated in the neighborhood of \$1,000,000.

Cause of the fire was said to have been a cigarette butt, tossed from an automobile some time late Friday afternoon. Another report was that a gasoline truck had taken, fire at the Hull end of the bridge setting fire to the heavily tarred woodwork of the roadway.
 Saved Lower Mill.

Throughout the night firemen of both the Hull and Ottawa fire departments fought steadily in an effort to save the Lower Mill, located just west of the stock piles and through almost superhuman efforts the roaring blaze was checked within a hundred feet of the sprawling buildings.

The fire started shortly before seven o'clock. Within half an hour a pall of heavy black smoke was hanging over the west end of Ottawa while the flames, already out of control, raged furiously ahead of the high wind that swept out of the northeast.

Three hours later the flames, roaring hundreds of feet in the air were visible for miles around and residents from all parts of Ottawa and Hull were flocking by to watch the conflagration.

The Quebec side of the bridge for a stretch of 500 feet was wrecked cutting off all traffic.

All CPR trains had to be re-routed from Ottawa West, via Ellwood station to Hurdman's bridge. The plank floor of the bridge, heavily tarred and highly inflammable, burned away to the centre span before Ottawa firemen were able to check it.

Hull firemen were called to the bridge twice during the day to put out fires caused by cigarette butts.

At about 6.45pm. they answered a box alarm and on reaching the bridge found its northern end in flames. The tarred surface burned furiously and their hose lines proved almost useless. The flames spread over the mud flats west of the bridge and soon reached the stock piles, containing pulpwood valued at half a million dollars.

The pulp, piled in huge stacks, had been dried out by recent warm weather and soon was ablaze. Hull firemen sent for more equipment and when the pulpwood began burning a two-alarm call was rung through to the Ottawa Fire Department. The wind was rising steadily, though fortunately away from Laurier avenue and toward the river.

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The fire spread from the Hull end of the bridge to the stock piles along a sector of ground where the chain from the conveyor is stretched out for oiling periodically. The ground was said to be soaked with oil and to have caught fire, leading the flames to the pulp pile. A wooden tunnel beneath the stock pile was thought to have been a contributing factor, since it provided a draft beneath the pulp and fanned the flames.

The tunnel was a part of the conveyor system

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01/04/1946 *Ottawa Citizen*

Montreal and Ottawa

Interprovincial Bridge

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Huge Canadian Pacific locomotives hauling wrecking and bridge cranes pulled in alongside Alexandra Bridge Sunday afternoon as a check-up was begun of the fire scarred structure to determine whether or not it might be possible to put the railway section of the bridge, twisted and scarred from the "million-dollar fire" which swept the bridge and adjoining Eddy pulp stock yards, back into operation.

Tests were being made of the foundation piers and of the main girders of the structure which carries in addition to the CPR main trackage out of Ottawa, a two-track street car line, and two motor roadways and pedestrian sidewalks. Engineers expressed the hope that if the structure was not too badly damaged it might be possible to put the CPR track back into operation within the next few days.

A huge pile of glowing embers sending a spiral of heavy steam and smoke up into the sky, marked the only remainder of the stock pile of thousands of cords of pulpwood valued at several hundreds of thousands of dollars which went up in a blazing inferno which wiped out the flooring of the entire west end of the bridge, and brought huge steel conveyors crashing down all over the stock yard. Only twisted and fire-scarred wreckage remain of the once towering conveyor system once a feature of the Hull waterfront visible for miles. Blistered and fire-scarred the main mill of the company apparently escaped without serious damage.

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Preliminary inspection of the bridge revealed the long ramp and one span on the Hull side to be twisted and buckled due to the heat of the flames. The planking of the bridge was still smouldering in some of the burned out spans. It is probable before entire repairs can be effected the damaged section of the bridge will have to be cut away and replaced. This work might take four or five months before it could be completed.

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20/05/1946 *Ottawa Citizen*

Montreal and Ottawa

Interprovincial Bridge

No smoking signs on bridge walkway.

Pedestrians using the newly opened walkway across the Alexandra bridge are urged to cooperate in eliminating the fire hazard by not smoking while on the bridge.

Canadian Pacific Railway officials are having "No Smoking" signs in English and French posted at strategic points along the bridge and earnestly request the public to abide by them, so that no further interruption to traffic such as followed the damaging conflagration of March 29 will recur.

Much of the temporary walkway is of wood construction, and lighted cigar and cigarette butts thrown upon it would constitute a definite danger.

Two Hurt When CPR Coaches On Express Derailed Near Ottawa

Two persons were seriously injured when the rear three coaches of a packed CPR Trans-Canada express jumped the rails three miles east of Caledonia Springs at 9.20 p.m. Saturday.

Caledonia Springs is 48 miles east of Ottawa.

Westbound out of Montreal, the train was made up of engine, baggage coach, two sleepers, one of which was unoccupied, and five day coaches and a parlor car. The last two day coaches and the parlor car were derailed. More than 100 persons bound for Ottawa were aboard, these three coaches normally being reserved for persons travelling to the Capital.

Most seriously injured were: Mr. and Mrs. Stanley Clifford Pryde, 4346 Decarie Boulevard Montreal, who were Ottawa-bound for the weekend.

Mr. Pryde suffered a severe back injury and shock, while his wife received severe and multiple contusions.

They were both taken to Vankleek Hill Hospital where they were treated by Dr. G. D. , MacIntyre. Sunday they were taken to Royal Victoria Hospital in Montreal, by ambulance.

All passengers in the three coaches, with the exception of the two Montreal people who were taken to Vankleek Hill hospital were accommodated in the other coaches of the train and arrived in Ottawa at 2 a. m. Sunday. It was the first section of the flyer and was due in at 10.10 p. m. Saturday.

The second section of the train, which was halted at Vankleek Hill, had to back its way to Vaudreuil and was re-routed to Ottawa through Bedell, arriving at Union Station at 4 a. m.

Seven miles west of Vankleek Hill the last two cars - a first-class coach and a parlor car jumped the track, tearing up the north-side rail for about 700 feet, and digging into the soft ground in the north ditch of the right-of-way which held them upright.

CPR officials said a broken rail was believed to be the cause of the accident.

When the last two cars broke away from the main section, an automatic device immediately threw on the emergency brakes of the train.

Nevertheless, the train travelled more than a mile, carried by its own momentum, dragging the third coach with it.

The wheels jolted along on ties causing considerable damage and giving the passengers a rough ride.

The coupling finally broke and the third coach stopped, upright on the tracks but leaning over at a considerable angle.

Work trains from Montreal and Ottawa, including two giant cranes, were immediately despatched to clear the wreckage.

Was In Parlor. Car.

Chatting with Mr. and Mrs. Pryde in the parlor car at the time the accident occurred was W. Levan, of Harrington street, Armprior.

He was hurled from his chair by the impact, hit another chair and suffered severe cuts to his left ear. He was treated by Dr. MacIntyre and continued on to Ottawa and thence to his home.

Considerable difficulty was experienced in getting the injured Mr. Pryde out of the car. He had been knocked from his chair and was wedged in between two chairs on the lower side of the car. Members of the train crew, assisted by fellow passengers, got him out on a stretcher.

Senator J. R. Hurtubise, MD. of Sudbury, and Dr. Arthur Lynch, medical supervisor for the CPR, Vancouver district were on the train and immediately lent assistance to Dr. MacIntyre in attending to Mr. Pryde and others who suffered minor injuries. Later, they returned to the train and resumed their journeys.

Charles S. Nicholson, CPR conductor, was on duty in the coaches and assisted in getting the passengers out. CPR officials stated that with the exception of Mr. Fryde they had received no reports of injuries to the passengers.

Some might have had their noses bumped or been bruised, but did not require medical attention, the official stated.

Mr. Levan's Story

Mr. Levan told The Journal he was in the parlor car when the derailment occurred.

"It all happened so quickly it was all over before we realized it. We were sitting in our chairs when the car lurched suddenly and we were thrown sprawling across the floor.

"I was pretty badly scared for a moment but the car came to a stop in a few seconds and I realized I was not badly hurt. I did get a 'cauliflower' ear however when my head hit a chair. There, were not very many persons in the car and strange to say there was very little confusion. I can't recall anybody screaming. Everybody behaved very well."

When the occupants of the parlor car made their way to the doorway, they found the car had buried its forward end deep into the earth.

"It was over on a pretty steep slant but, we were all able to get out without any difficulty."

Mrs. A. Bois' Experience.

Mrs. A. Bois, 503 Besserer street, Ottawa, was in the smoking section of the second last car. Thrown from her seat, she was sent sprawling into the aisle when the car lurched off the tracks.

"It was a frightening thing", she said. "The car suddenly tilted sharply and came to a stop with a jolt that threw everyone around in their seats. A priest from Montreal, sitting near me, managed to stay in his seat by bracing his feet against the seat ahead of him. A man named Kent Anderson, from Peterborough, picked me up and helped me out of the car. To our surprise, we found our car and the parlor car were in the ditch, but the rest of the train was gone."

Apart from a sore back and a severe shaking up, Mrs. Bois was unharmed.

The priest, Rev. A. Provost of Montreal, was en route to Ottawa to open a retreat Sunday in Holy Family Parish. Fortunately, he escaped, none the worse for the exciting experience.

Mrs. F. Solbarg, resident of Ottawa, living at the Grand Hotel escaped being in the parlor car when it was derailed, by a matter of moments.

Shortly before the crash, she left the car to go forward to the express car to attend to her pet dog.

Marcel Dumais, 19, Union Station redcap residing at 143 Rochester street, was riding in the first coach of the train. Passengers in his car did not realize the accident had occurred until the train had stopped. He walked the mile back down the tracks and helped many of the passengers carry their baggage from the derailed cars to the waiting train.

Officials of the CPR including Divisional Superintendent E. C McKay, Smiths Falls, and James Stewart, CPR assistant superintendent at Ottawa, conducted an immediate investigation at the scene. George Cowan, of the CPR Investigation branch, also visited the scene.

They stated the line was re-opened for traffic at 7 a.m. The CPR westbound Trans-Canada passenger train which left Montreal at 10.45 p.m. Saturday, was re-routed through Bedell and arrived at Ottawa at 2.40 a.m.

24/11/1947 *Ottawa Citizen**Montreal and Ottawa*

"Prisoner" with handcuffs on train only joker

An "escaped prisoner," intercepted by detectives and CPR police at the Union Station late last night turned out to be a Montreal man who simply had a pair of handcuffs in his possession.

Following a message received from Rigaud that a man wearing handcuffs on one wrist only was seen sitting alone on the Ottawa-bound train, local police quickly converged on the station in anticipation of making the "capture".

Armed with a description of the "escapee," police had little difficulty in locating their man as he alighted off the train. However, the flustered Montrealer was soon released after he explained that he had been wearing the handcuffs as a "joke."

26/03/1955 *Ottawa Citizen**Montreal and Ottawa**Hull Beemer*

Train Derailed At Hull (with picture). No one was injured when a CPR Toronto-bound passenger train jumped the tracks at the Hull station at the height of the snowstorm Saturday afternoon. The engine, coal car and a number of baggage cars left the tracks when a faulty switch shoved the slow-moving train onto the Maniwaki line. Train crews working with cranes righted the derailed cars about six hours after the mishap. Meanwhile, passengers were taken back to Ottawa where they boarded another train bound for the Queen City. The derailed cars blocked Hull's St. Redempteur and St. Hyacinthe Streets until close to 9 o'clock in the evening. Hull police rerouted traffic and stayed on the job until engine and cars were placed back on the rails and taken to Ottawa.

Passenger Train Derailed in Hull

No One Injured

All passengers and crewmen on a crowded CPR passenger train to Toronto Saturday afternoon escaped injury when the two leading cars of the locomotive jumped the track just outside Hull West station at 3.38 o'clock.

Neither the baggage car nor the parlor car, the only two affected in the accident, were overturned. Four other passenger cars in the train remained on the rails. The accident stopped all traffic on the line for four-and-a-half hours. Passengers on the train were able to proceed to Toronto with only an 1 hour's delay after their cars were detached, returned to Union Station in Ottawa and re-routed through Ottawa West.

CPR officials told The Journal today that the cause of the derailment is not yet known. They are continuing their investigation.

The accident, occurred after the leading wheels of the locomotive jumped the track at the Montcalm crossing, about 100 yards west of Hull station, and the train continued down the track with the front wheels off the rails.

Outside the station where the Maniwaki break turns off the main line, the free front wheels picked it up and the locomotive followed them on to the branch line. Although the front wheels of the baggage and parlor cars went off the track, the rear wheels of both cars remained on the main line. No cars were overturned, although some passengers received a jolting in the freak derailment.

The track was spread and bent about 30 feet at the scene of the accident.

23/02/1956 *Ottawa Citizen**Montreal and Ottawa*

Hammond - Their car ripped apart by a CPR train travelling at about 80 miles per hour, a father, mother and their youngest child were killed here shortly after midnight. Hammond is located about 25 miles southeast of Ottawa.

The level crossing crash that took their lives brought the toll to 10 persons killed in automobile-train collisions in the Ottawa area during the past four days.

Mr. and Mrs. Emile Legault, of Hammond, and their 13-year-old son Henri, died instantly when the Ottawa-bound flyer, No. 17, plowed into the side of their auto at 12.28 o'clock this morning.

It was on the same CPR tracks, only 10 miles eastward that three young persons were killed in a level-crossing crash just 26 hours earlier at Navan.

On Sunday evening a collision between an auto and a CNR freight train resulted in the death of four youths at Portage du Fort, Que., about 45 miles north-west of Ottawa.

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05/12/1960 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

Fire threatens railway station.

A fierce grass and brush fire threatened the Hurdman railway station before it was controlled by city firemen Friday afternoon.

The blaze broke out about 3.30 p.m. in land bounded by Riverside Drive and the south end of Alta Vista Drive. Flames, driven by a breeze, approached the station and several other outbuildings.

08/01/1962 *Ottawa Citizen**Montreal and Ottawa**St. Eugene*

114 Shaken Up In Rail Wreck See Also Page 16

By Paul M. Dunn Citizen Staff Writer

ST. EUGENE, Ont. Canadian Pacific continued their search today for clues to Sunday's derailment of the Vancouver-to-Montreal Dominion near here, 70 miles east of Ottawa.

The derailment of the 14-unit train which dumped the three diesels into a 30-foot gully, left only the sleeping car on the tracks.

There has been no official statement from the railway concerning cause of the derailment and subsequent damage. Among other things, completion of an investigation report depends upon statements from crew members.

The accident occurred at 8.38 a.m. as the train neared a small wooden trestle over a creek. Two passenger cars and eight express baggage cars jumped the tracks but remained upright. A CPR official said this morning he "hoped" the line would be cleared and the wooden trestle, restored, by 3 p.m. today for regular operations.

The 114 passengers aboard were only shaken up.

But officials expressed amazement that the engineer and engineman, both of Ottawa, crawled from their cab alive. Both are in Civic Hospital.

Engineer Harold Greenlaw, 46, of 14 Stevenson Ave., suffered a badly bruised right hip, shock and leg cuts.

Engineman Frank Alexander, also 46, of 1220 Carling Ave., sustained slight concussion.

The wreck ripped up hundreds of yards of railway ties, chopping them into splinters, left several hundred feet of twisted rail and felled several telegraph poles.

Passengers were transferred to sleighs, drawn by nearby farm horses which pulled them a quarter mile to a road waiting buses took them to Montreal, where they arrived about 1.30 p.m.

Meanwhile, CPR crews arrived to clear wreckage and reset the derailed cars.

Investigators began searching through the tangled debris.

All CPR personnel at the scene were under orders to give no statements to reporters.

Crewmen leap from train.

The accident was over in seconds. Crewmen leaped from the train to find the three diesels gone. A hundred feet ahead they spotted the wreckage in the gully. A porter and a brakeman were first to reach the mangled cab of the lead diesel and assist the crew out. The porter administered first aid and had the injured taken back to the undamaged cars.

Mr. Greenlaw was reported to have stuck his head out of the cab and looked back toward where he had last seen his 11 cars.

He is quoted as saying: "I couldn't understand where they had gone; then I realized my engine was facing in the opposite direction".

Another trainman said he was working when the smashup occurred.

"There was a rumble and a crunching. I was thrown against a wall and a table. Then it stopped."

CPR Police began an all-night watch of the wreck and undamaged cars that includes one bearing mail and valuables.

The familiar No. 8 Dominion with its tinted-glass observation dome left Ottawa at 7.15 a.m.

One CPR official, asked if ice on the tracks could cause such a wreck, said it was unlikely.

The wooden trestle will require reshoring before the line can be reopened and repairs will take several days.

Montreal Ottawa trains are being rerouted via Bedell, adding an hour to the trip. The CPR cancelled one scheduled Ottawa Montreal run and delayed another.

A driving blizzard, low temperatures and poor road conditions hampered police and rescuers in reaching the scene.

Sole witnesses to the accident were a grazing mule and horse. The pair showed slight interest in the dozens of persons crossing back and forth across the snow near barn, 100 feet from the tracks.

Photo p. 16.

WORK CREWS CLEAR CPR WRECKAGE

Work crews and heavy equipment were rushed to St. Eugene yesterday as hours of clearing wreckage from the derailment of the Vancouver-Montreal CPR Dominion began. Two crew members were injured and are in hospital, while the 114 uninjured passengers were finally taken to Montreal by bus. Three diesel engines were hurled into a 30-foot gully. Eight baggage cars and two passenger units jumped the tracks. Trains have been rerouted through Bedell, near Smiths Falls. Citizen-UPI staff Photo

09/01/1962

Ottawa Citizen

Montreal and Ottawa

St. Eugene

Derailement Inquiry Continuing

The investigation into Sunday's derailment of a 14 - unit CPR train near St. Eugene is continuing.

A railway spokesman indicated this morning there will be no company statement on the derailment, which sent two Ottawa crew members to hospital, until the investigation has ended.

There have been reports that the derailment was caused by a split rail and by heavy icing. However, neither report has been verified officially by the railway.

The damaged section was repaired Monday morning and has been reopened to normal traffic, the spokesman said.

15/01/1962

Ottawa Citizen

Montreal and Ottawa

St. Eugene

Wreck Cause Still Unknown

CPR investigators have not yet come up with the cause of the Jan. 7 derailment of a 14-unit train near St. Eugene, Ont.

A railway spokesman said this morning the probe is continuing and that no company statement would be issued until completion of the investigation.

Official estimate of the damage has not been made public.

Although more than 100 persons were aboard, bound for Montreal, only two men, members of the crew, were injured.

19/02/1962

Ottawa Citizen

Montreal and Ottawa

St. Eugene

Snow, Ice Caused Derailment

Snow and ice have been determined as the cause of the Jan. 7 derailment of a Canadian Pacific Railways passenger train near St. Eugene, Ont.

A spokesman said today snow and ice had collected under the cowling of the engine, eventually raising the front of the locomotive so that the wheels left the tracks.

Two crew members were injured. More than 100 persons, bound for Montreal, were aboard.

The railways has issued no official damage estimate.

12/06/1963

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

FLQ bid to dynamite city bridge was foiled.

Terrorists planned to blow up a railway bridge between Ottawa and Hull on the Victoria Day weekend but were foiled by an unsuspecting policeman, a witness's statement revealed at a Montreal inquest Tuesday.

The statement by Jacques Giroux, 19, was read at the inquest into the death of an army nightwatchman killed by a terrorist bomb on April 20.

Giroux's statement said the plan to set a time bomb of 75 sticks of dynamite on the Interprovincial Bridge was abandoned after a group in a car took a wrong turn near the Supreme Court of Canada Building.

Spotted by an RCMP constable, the group told him a story about looting for a parking place and were directed elsewhere.

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21/08/1964

Ottawa Journal

Montreal and Ottawa

Leonard

Eight dead, Many Injured as Truck Hits Crack Train.

Eight persons, a truck driver and seven train passengers were killed when a loaded gravel truck slammed into the side of an Ottawa-to-Montreal CPR passenger train at Leonard, 23 miles east of Ottawa at 8.20 this morning.

Count of the dead was provided by Dr. W. C. Tweedie, Rockland coroner, but only the truck driver, Basil Czyk of 330 Friel Street, has been identified.

There were reports some of the dead were Roman Catholic nuns and priests. Names of the dead were withheld pending notification of relatives.

A general store at Leonard was turned into a hospital. So were some private homes.

The train, out of Ottawa, was bound for Montreal and the gravel truck was hauling gravel north on a Russell county road for reconstruction of the Navan Road 1 ½ miles north of Leonard.

The level crossing over the Russell County road is marked only by a cross-arm but visibility is quite clear in both directions.

Residents who have lived near the track for many years said this was the first accident they recall occurring there.

The victims were all in the fourth car from the front which was struck near the middle by

the truck and sent spinning wildly.

For most of the victims, death was sudden. For survivors, escape was miraculous.

Mrs. C. Rathwell was in the parlor of her Leonard home a hundred feet from the crossing when she heard the screeching of the trucks brakes about 8.20. Next door, W. G. Lantry heard a thunderous crash.

Marcel Prud'homme was standing in the door of the Leonard store, and saw the truck hit the side of the train and catapult into the air. Remnants of it were scattered for 100 yards.

Inside the fourth car of the seven-unit train, Aline Lortie of D'Amour Drive in South Hull was jostling six-year-old Luc Seguin on her knee.

More on P. 2

Nun Recalls Crash Horror

"I saw feet with no bodies . . . bodies with no skin."

That was the horrible recollection Rev. Sister Mary Alberta, of Philadelphia, had of the terrible, panic-filled moments after today's tragic train derailment at Leonard.

"There was a terrible shock and I was going through the window. There was broken glass and dirt everywhere.

"I got tangled in my skirt and as I was working myself free I looked around. It was horrible. I saw feet with no bodies.

"I saw another body with no skin . . . just muscle tissue showing.

"Next to me a woman was screaming. Her back was broken and a priest was giving her the last rights. Everything was a shambles. It was horrible."

(Sister Mary Alberta is 81. She was not seriously injured and was treated at St. Louis Marie de Montfort Hospital.)

Jack Hardman, 40, Burna-by, BC, "I was sitting reading the paper. All of a sudden the car went to the right.

'COMPLETE CIRCLE'

"I seemed to make a complete circle through the coach along the sides and the ceiling and back to the floor.

"I could see the glass separating the smoking section shattering, and all the nuns being cut.

"Everybody seemed to have been thrown through the window or into the luggage rack;

"Right beside me was one priest with one foot cut off.

"There was another man in the luggage rack with his ribs all crushed. There was a woman trying to get through the window, it was cutting her legs as she moved.

"I yelled to her not to move her legs. She did not seem to understand. She was French. I couldn't remember the word for legs, I couldn't help her. I was so fortunate, people seemed to be hurt and trapped everywhere. I seemed to be one of two people in the car who were not injured.

Dominique Gaboury, of 59 Carillon Street, Hull:

"The train was hit right behind me. There were two women sitting right behind me. They were killed right away.

"One of the women died on my coat. It was hanging behind the seat but fell down when the train tipped."

Mrs. E. L. Burpee, 12 Park Road, Rockcliffe Park:

"We just went crazy.

"I don't know why we're; alive ... it was horrible . . . j just horrible.

More on p. 2

Eight Die in Train Wreck

'A woman was crying: Help me'

By Bob Rupert Citizen staff writer

LEONARD "I was lucky-the woman beside me died."

These were the sad remarks of 58-year-old Hull chef Dominique Galgery at the scene of this tragic derailment.

Galgery, who was sitting near the middle of a CPR train to Montreal, said "All of a sudden the gravel was flying and the people were falling out the windows.

Moaning and screaming

"They were moaning and screaming as I came out a window. My hat is still in there."

A stout oak tree may have saved the life of widow Mrs. Jane Wood who lives alone in a house 60 feet north of the track. One of the rolling cars stopped against the tree less than 15 feet from her back porch.

"I was in bed," said Mrs. Wood. "I heard a crash and I heard the women crying.

"When I got to the porch they were sitting there bleeding something terrible. There was a nun that was in awful pain. She was moaning and making an awful noise."

Pump house smashed

Mrs. Melvin Larmour, who lives about 50 yards from the track, said she was just getting ready to bake bread "when I heard the bang and saw the smoke.

"I said to my granddaughter, 'there's been a wreck', and right away I saw the pump house had been smashed.

"One woman was crying 'help me, help me, help me'. I got blankets and covered her I did what I could."

Witnesses said the injured and dying were treated at the scene by Dr. I. F. Kennedy of Cumberland. Assisting him shortly before a squadron of ambulances arrived were Dr. William Tweedy, district coroner, and Dr. Addy Power of Rockland.

One witness said a priest was lying on the ground with one of his legs severed at the knee. The priest told doctors "I'm all right."

Trainman W. C. Yendall said No. 232 was due to arrive in Montreal at 10 a.m.

"I was at the front of the train and I got it stopped. Then I came back."

When The Citizen asked Mr. Yendall what he had seen, he pointed to the body of the truck driver and said "You see that? There are more of them up there."

Gladys Barnes of 30 Walker St., Hull, trudged down the track, her battered suitcase in hand, and breathed "I was fortunate it was a miracle.

"I was in the parlor car and there was a great flash. Flames were coming from both sides. The old gentleman beside me rolled along the aisle and smashed his head against a window.

"People were lying half in and half out the windows, screaming."

Miss Barnes, a National Film Board employee, was going to Montreal to attend a board meeting this morning.

Truck derails cars, 30 hurt

By Joe Finn Citizen staff writer

LEONARD Eight persons were killed and upwards of 30 were injured today when a gravel truck crashed into the side of one of the coaches of the fast CPR Ottawa-Montreal flyer here at 8.15 a.m.

Four cars of the train which left Ottawa at 7.55 a.m. were derailed. Most of the dead and injured were passengers riding in a sealed coach fourth from the rear of the train.

Impact lifts coaches off tracks

Leonard is 20 miles east of Ottawa.

The truck driver was killed instantly

The other seven dead were passengers.

Victims identified at press time were:

Basil Czopyk, about 30, of 330 Friel St., Ottawa, the truck driver.

Sister St. Eliza, Mount St. Bernard, Antigonish, N.S., 1

Andre Roy, Quebec City.

The gravel truck, going north, smashed into the side of car N. 2294 at the crossing in the centre of the village. The rear part of the train lifted from the tracks and tore up more than 150 yards of right of way.

The truck carried seven to eight tons of gravel.

The crossing is marked with a white "X" warning sign only.

It was the worst accident in the history of the village. Some bodies were thrown clear of car 2294 which was tilted at a crazy angle and jammed against a big elm tree 20 feet from the home of Mrs. Jane Wood.

The other three coaches derailed stayed upright.

It was a scene of horror.

Screams rose from the shattered fifth car, where most of the dead were found.

Flames licked round rear coaches, terrifying passengers trapped inside.

Injured passengers, their hands and faces torn and bloody, crawled through shattered windows and collapsed on the ground.

Villagers Help Carry Out Bodies

One woman knelt on the ground with her arms around a woman's body shouting, "This is my sister! This is my sister!"

A witness said there were "bits and pieces of people" lying all around.

A small boy saw his mother and father die.

A witness said he heard some priests praying as they lay dying or critically injured.

Mrs. Jane Wood who lives beside the crossing, said she was lying in bed awake when she heard the screech of the air whistle of the diesel locomotive of the flyer.

"Seconds later I heard a terrible, grinding crash. I jumped out of bed and ran to the window and there seemed to be dust and smoke everywhere in the air.

"The smoke cleared and I saw one of the railroad coaches up against the tree almost outside my window. I could hear women screaming and men shouting for help.

"It was the worst experience of my life."

The scene in the village was one of wild confusion following the crash. Villagers hurried to the scene and helped members of the train crew carry the dead, dying and injured from the smashed coaches.

Eight Die in Train Wreck

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Police finish identification of 8 victims

The grim task of formally identifying the eight victims of Friday morning's train-truck crash at Leonard was still being carried out by police today.

Some were so badly mangled and slashed by the heavy plate glass used in railway coaches that identification was made through names in clothing and tell-tale physical characteristics.

'They had been cut to pieces'

"They had been cut to pieces," said Const. Ronald Collins of the Rockland Ontario Provincial Police detachment, one of the first at the scene.

It was Const. Collins' job to see that all severed limbs were assembled with the proper torsos.

The dead have been identified as:

Basil Czopyk, 43, who roomed at 330 Friel St. and driver of the gravel truck that smashed into the fast -moving Ottawa - Montreal flyer.

Sister St. Eliza, 46, a Roman Catholic nun of the Congregation of Notre Dame, returning to St. Bernard College, Antigonish, N.S.

Sister Marie de St. Maurice, 63, general bursar for the Sisters of Joan of Arc at the Ottawa Institute of Joan of Arc.

Mrs. John Palmer, 37, of 196 Metcalfe St., Ottawa, on her way to visit a friend in Montreal.

Mrs. Jean Poulin, 39, of Quebec City, returning home after a visit with her sister in Ottawa.

Monique Roy, 51, of St. Gervais, Quebec, and her nephew, Andre Roy, 18, also of St. Ger-vais. Both were returning home after visiting a relative in Ottawa.

Dimitrius Georgiles, 41, a civil servant with the forestry -department going to Montreal to write his final two university exams.

Performed amputation at scene

Twenty -three persons were injured, two seriously. Fourteen were admitted to hospital.

Dr. I. F. Kennedy of Cumberland performed an emergency leg amputation at the scene. Doctors William Tweedy and Addy Power, both of Rockland, also rushed to the site to treat the injured and dying.

The collision occurred about 8.20 a.m., 25 minutes after the non-stop train left Union Station.

It was 1 p.m. before railway emergency crews, using acetylene torches, freed the last body from the wreckage.

The northbound truck, loaded with seven to eight tons of gravel for roadwork under way at nearby Navan, rammed into the last coach, knocking it off the track.

The coach, carrying about 35 passengers, careened wildly along the roadbed for 300 feet, coming to rest at a dangerous angle against a huge poplar tree.

The diner and parlor car also jumped the track but remained upright. All railway passenger victims had been in the coach car.

The undamaged section of the train later continued on to Montreal, arriving at the Montreal West station at 12.33 p.m., one hour and 48 minutes behind schedule.

Swerved to left at last minute

An inquest will be held into the death of the truck driver. Its findings will cover the deaths of the other seven victims.

Police were not able to explain why Czopyk did not see the train. The Fifth Line, on which the truck was travelling, crosses the tracks at right angles with nothing to impair a driver's vision.

Const. Collins said there were no skid marks but Czopyk had swerved to the left in a last minute attempt to avoid a collision.

A passenger said the truck ran into the ditch and up the other side, striking the fourth coach high up. The rear of the truck then swung around, smashing into the train between the coach and diner.

Trucks had been hauling gravel along the road for several weeks and residents of the area had complained amongst themselves about the speed at which they travelled along the gravel road.

CPR Transfer Completed

Transfer of Canadian Pacific .services

from Ottawa west yard to the new Walkley yard and the Ottawa Station Hurdman area merchandise section was completed with a final move Sunday, marking the final step in the NCC's railway relocation program.

The relocation was gradual, with yard and carload freight offices, rolling stock, active power, diesel and car shops, thousands of tons of related equipment and personnel being transferred, without any interruption in service over the past eight years.

The CPR Piggyback terminal was moved last year in the process to a site adjacent to the Walkley Merchandise Terminal. It has been in operation since the closing of old Union Station in summer of 1966.

CPR Piggyback Terminal At Hurdman

Canadian Pacific's-"piggyback terminal, formerly located at Ottawa West, is now In operation at Hurdman, near Ottawa Station.

The piggyback installation was moved last weekend at the same time that the CPR's motive power, rolling stock and shop facilities were transferred in two days to the Walkley yard from the Ottawa West yard which was closed as a major concluding step in the NCC's overall railway relocation program here.

15/02/1968 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The dismantling of the railway bridges on the CNR (sic) line running north from the Interprovincial Bridge is expected to begin within a few days

09/12/1968 *Ottawa Citizen* *Montreal and Ottawa*

National Capital Commission

Removal and disposal of concrete railway bridge abutments from Laurier Avenue to St. Etienne Street, Hull, Quebec.

Request for tenders.

17/02/1971 *Ottawa Citizen* *Montreal and Ottawa* *Hull Beamer*

FOR SALE

The abandoned Hull Beamer station and adjacent shed on St. Redempteur Street in Hull. The buildings are to be removed and the site left in a neat and tidy condition. Please address tenders to:

MR. W. C. TRIPP

Division Engineer

Canadian Pacific

Railway Company

Smiths Falls

Ontario

on or before March 1, 1971 N206P

01/02/1977 *UCRS* *Montreal and Ottawa*

This is in the Upper Canada Railway Society's magazine called 'Rail and Transit', the January-February 1977 issue, on page 13, and it was entitled: '10 years ago'.

CN's "WRONG WAY CORRIGAN" TRIES OUT CPR

Faces were red in Ottawa on February 5th, 1967, when CN's Montreal-Ottawa Sunday-only train #133 found itself on CP tracks heading away from the capital. As No. 133 approached Ottawa, it swung into a wye connecting CN's Alexandria Sub with CP's M&O Sub., preparatory to backing into the new terminal; the train would thus be headed correctly for the return move to Montreal that afternoon.

However, the spare engineer, reportedly confused by this procedure (it must be remembered that many alterations have take place in Ottawa terminal trackage over the past year), failed to stop for the reverse move and carried on over the CP line. CP's dispatcher had the errant train stopped at Navan, ten miles east of Ottawa. There were no CP trains running on the M&O Sub. at the time. The incident is under investigation.

04/02/1986 *Ottawa Citizen* *Montreal and Ottawa* *Ottawa, Chateau Laurier*

In an official statement on February 3rd, Marcel Masse, Minister of Communications, has announced that \$2.5 million will be expended on converting the abandoned railway tunnel adjacent to Ottawa's Chateau Laurier Hotel into a facility for the Canadian Museum of Contemporary Photography. Aside from renovations to the tunnel itself, the project will also involve the construction of a concrete and crystal entrance that will provide access from Rideau Street to the tunnel area beneath. The roof of the tunnel will continue to serve as the access road to the Chateau Laurier parking garage.

For those readers unfamiliar with Ottawa's rail scene, the tunnel provided access to Ottawa Union Station (located across the street from the Chateau Laurier) for Canadian Pacific trains arriving in Ottawa via the Alexandra (Inter-provincial) Bridge from various points in the Province of Quebec. Sharing the facility for many years as well, were the street cars of the Hull Electric Company whose double-tracked line paralleled both sides of the CPR across the bridge and into the tunnel until March 1946. It is also worthwhile to note that the Hull cars were turned on a loop located in the tunnel which also crossed the CP line. The structure was abandoned for railway purposes following the closing of the former Ottawa Union Station (now the National Conference Centre) in favour of the current suburban facility in Alta Vista during the summer of 1966. (From Branchline 3 1986)

07/09/2016 *Eastern Ontario Review* *Montreal and Ottawa*

VIA Rail ownership of land puts recreational trail at risk, says Warden

One of the issues, they says, is that VIA Rail owns the land the trail is on. Quote via can give us a 20-year lease, quote he said, quote but there's a condition in there that if tomorrow morning they need it, we're out. Unquote he said that makes it difficult to justify spending money Paving the trail on making other improvements. Quote are you going to gamble all this money unquote he said.