

# Local Railway Items from Ottawa Papers - Prescott

**Friday 03/10/1884 Ottawa Citizen Prescott Chaudiere**

Station Changes. Since the removal of Mr. C.W. Spencer to Montreal considerable changes have been made in the offices at the Union Depot, which will greatly facilitate the transaction of business, so far as the public are concerned. In connection with this it may be stated that the new coal dump, to which allusion was made some time ago, is now nearly completed and in a few days will be ready to use.

**Thursday 09/10/1884 Ottawa Citizen Prescott Chaudiere**

A new weigh house is being erected at the east end of the new coal dump at the Canadian Pacific station here. This will be a great convenience to coal purchasers, as it saves them considerable time and cartage in the delivery of their fuel.

**Friday 24/10/1884 Ottawa Citizen Prescott Chaudiere**

The Canadian Pacific Railway company is conferring a great boon on the public who have business to do at the Union depot. Hitherto the yards about it have been a mass of abominable mud. They are now being graveled and there is every prospect that they will be more comfortable both for vehicles and pedestrians than heretofore. If the corporation could only mend the roads leading to it the public would feel still more obliged.

**Tuesday 04/11/1884 Ottawa Citizen Prescott Chaudiere**

Yesterday morning a shunter in the employment of the Canadian Pacific Railway whilst standing on top of a car being shunted on the St. L. & O. branch was struck on the neck by a telegraph wire and was thrown into the cab.

**Tuesday 23/08/1885 Ottawa Citizen Prescott Chaudiere**

Change of stations.

The trains on the St. Lawrence and Ottawa Railway yesterday, for the first time, arrived at and left from the Union station in place of the Sussex Street station as formerly.

**Friday 16/10/1885 Ottawa Citizen Prescott**

Freight traffic has so increased of late on the St. Lawrence and Ottawa Railway that it has been found necessary to put on a special freight train. Three trains a day now run from Prescott to the city, namely one passenger and two freights.

**Saturday 27/03/1886 Ottawa Free Press Prescott Rideau Canal**

A new wooden swing bridge is being erected on the line of the St. L. & O. railway over the Rideau canal. Quite a large number of builders are engaged in the work.

**Saturday 24/07/1886 Ottawa Citizen Prescott Bedell**

When the Smiths Falls line of the Canadian Pacific is completed, instead of western Ontario passengers going to Ottawa via Carleton Place, they will be transferred at Kemptville Junction, two miles from Kemptville, to the St. Lawrence and Ottawa Railway which is now operated by the Canadian Pacific. The train service on the St. Lawrence and Ottawa will be greatly improved. - C.P. Central Canadian.

**Tuesday 10/08/1886 Ottawa Journal Prescott Union Depot chaudiere**

The first through tea train over the Canadian Pacific, between Vancouver and Montreal, passed through Ottawa on Saturday afternoon. It consisted of ten cars and contained the cargo of the S.S. R.B. Flint. A curious crowd inspected the train during its ten minutes' stay at the Union Depot.

**Wednesday 08/09/1886 Ottawa Journal Prescott Union Depot chaudiere**

Two tea trains from the Pacific coast are expected to pass through Ottawa tomorrow forenoon, en route for Montreal.

**Monday 13/12/1886 Ottawa Journal Prescott Rideau River**

Brakeman Britt killed by falling off a freight train. Last seen at Chaudiere station - more.

**Friday 11/03/1887 Ottawa Journal Prescott**

The Prescott branch of the C.P.R. has been blocked up with snow for nearly a week. Several passengers arrived from Prescott this morning and relate that after waiting three days for a train hourly expected to arrive they were obliged to come to Ottawa by way of Brockville.

**Thursday 12/04/1888 Ottawa Journal Prescott**

A consignment of forty carloads of tea passed through the city yesterday on the C.P.R. en route for Montreal. The consignment is for local dealers there.

**Saturday 30/06/1888 Ottawa Citizen Prescott Prescott**

On Wednesday evening last some men stole a handcar on the St. Lawrence and Ottawa Railway and proceeded to work themselves to Prescott. There they were arrested and Constable Hornidge, of the C.P.R. yesterday locked up the four of them, John Callaghan, David Shields, P. Connor and J. McManus.

**Wednesday 04/07/1888 Ottawa Citizen Prescott**

The train which conveys the excursionists to Ogdensburg to-day consists of twelve cars.

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

The new C.P.R. siding has been finished to the Barnes & Co. shook factory.

**Thursday 13/11/1888 Ottawa Free Press Prescott Chaudiere**

The C.P.R. are presently putting down a new siding to the shook factory. Messrs. Barnes & Co's. concern is much improved by the introduction of the incandescent electric light.

**Friday 04/01/1889 Ottawa Free Press Prescott Chaudiere**

Messrs. Barnes & Co.'s shook factory on the Chaudiere have doubled the number of their employees during the past week having started to work by night.

**Tuesday 15/01/1889 Ottawa Journal Prescott Chaudiere**

The CPR company intend constructing a new coal shed at Union depot for the accommodation of the local coal dealers receiving coal over their lines.

**Wednesday 31/07/1889 Ottawa Free Press Prescott Chaudiere**

Repairs are being made on the Canadian Pacific Railway Co.'s round house on the Richmond road. The old brick work is being replaced by new material.

**Tuesday 20/08/1889 Ottawa Journal Prescott Manotick**

A new station house is being erected here by the C.P.R to take the place of the old one burned down last spring. The new building promises to be a very commodious one, the part intended as the agents dwelling house to be two story. Congratulations are extended to the agent, Mr. T.N. Johnson and family, who, since the burning of the old station have been boarding with Mrs. Johnson's father, Mr. H. Tomkins.

**Wednesday 21/08/1889 Ottawa Citizen Prescott Manotick**

The C.P.R. company are erecting a new station at Manotick to take the place of the old one which was burned. The new building will be much superior to its predecessor.

**Wednesday 06/11/1889 Ottawa Free Press Prescott Chaudiere**

The Canadian Pacific railway intend to lay sidings shortly to Messrs. Warcock and Martin's mill on the Richmond road for the purpose of more conveniently shipping grain.

**Monday 03/02/1890 Ottawa Free Press Prescott Chaudiere**

Full account of the fire in the C.P.R. car shed.

--in the car shed at the time were fifteen cars and the government cars "Ottawa" and "Jamaica"--

West of the shed was the piled lumber belonging to Mr. Barnes of the box shoo factory.

There was no prospect of saving the remaining four in the shed. --Three passenger cars and the car "Jamaica" were furthest in the shed. The government car "Ottawa" was next and in the hope of saving it, it was dragged out and deluged with water. The flames, however, had got too great a hold on it.--

From other sources it was learned that the loss through destruction of Lady MacDonald's private car would be about \$15,000. The car cost originally \$20,000. It was formerly used by Mr. Chapleau, when that gentleman led the Quebec government and when purchased by the Dominion government was fitted out in most luxurious fashion. The "Ottawa", Mr. Schreiber's car is not wholly destroyed. It is probably worth about \$10,000. The other cars destroyed consisted of two first class, Nos. 51 and 63 and two second class cars Nos. 73 and 49. An official estimate put the loss at about \$20,000. They were not modern coaches but had been for some time in use. The Governor General's car was in a dangerous position, but was brought out of danger without receiving so much as a scratch. Skeletons of Cars.

The trucks of all of the cars are not seriously damaged, and will be available for use again. The upper portions, however, are mere skeletons. A charred and blackened skeleton is all that remains of the famous "Jamaica" car. A great heap of carpets, rugs and blankets reposes on the tracks with fragments of metal and glass, the remains of the luxurious fittings. One end of the "Ottawa" is a black and charred mass, but on three quarters of the car the varnish is still fresh, though almost every window is smashed; the chandeliers are lying in fragments inside, and the upholstery is begrimed with dirt inside.--

**Friday 11/04/1890 Ottawa Journal Prescott Gloucester**

Mr. Prud'homme of St. Constant, Laprairie county was loading potatoes on a car on a siding at the Gloucester station on the C.P.R. when a west bound train approached. In order to assist his operations he had laid a log across the main track. This he hastened to remove but he was not quick enough. The flying rod of the approaching engine caught him in the back throwing him unconscious into the car. The injured man was taken into the train and brought to Ottawa .

Also reported in the Citizen.

**Thursday 07/07/1892 Ottawa Free Press Prescott**

Notwithstanding the statement in this morning's Citizen to the contrary, the Free Press is able to assure its readers that the transfer of the St. Lawrence & Ottawa railway to the Grand Trunk will shortly be made public. More.

**Wednesday 03/08/1892 Ottawa Journal Prescott Experimental farm**

About 175 members of the Glengarry and Stormont Farmers Institute arrived in the city yesterday afternoon by C.A.R. They went in a special C.P.R. train to the Experimental Farm and were shown over by Prof. Robertson, the acting director and were much pleased by what they saw.

**Friday 26/08/1892 Ottawa Journal Prescott Bedell**

The Kemptville Advance says: While Mr. and Mrs. Hadden of the Junction were coming to the lower depot on their R.R. bicycle on Saturday evening, they had a narrow escape from being thrown off their vehicle by a pile of stones, which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead it is difficult to imagine how serious an accident it might have been. We understand the C.P.R. authorities are likely to investigate the matter.

**Saturday 27/08/1892 Ottawa Citizen Prescott**

While Mr. and Mrs. Hadden of the Carleton Junction were coming to the lower depot on their railway bicycle on Saturday evening they had a narrow escape from being thrown off their vehicle by a pile of stones which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead of a bicycle it is difficult to imagine how serious an accident it might have been. The Kemptville Advance understands the C.P.R. authorities are likely to investigate the matter.

**Thursday 29/09/1892 Brockville Recorder Prescott Prescott**

Seventeen carloads of Japanese and Chinese goods crossed the river from Prescott last week.

**Thursday 06/10/1892 Brockville Recorder Prescott Prescott**

The most valuable freight train that has passed south on the Utica road this summer left Ogdensburg Friday night last. It consisted of three cars of silk from China and Japan valued at about \$210,000; four cars of tea and Chinese merchandise; four cars of nickel matte and one of red oxide paint. Lumber and general merchandise made up the balance of the train, the value of which is roughly estimated at \$250,000.

**Thursday 18/05/1893 Ottawa Journal Prescott South Gower**

The C.P.R. have begin digging at their gravel pit on the Prescott branch near South Gower and have nearly one hundred men employed.

**Friday 18/01/1894 Brockville Recorder Prescott Kemptville**

A Kemptville correspondent says the C.P.R. station there is likely to be closed temporarily if not permanently.

**Saturday 21/07/1894 Ottawa Free Press Prescott**

Article entitled "Along the St. L. & O." Mainly concerns history of the towns.--

Leaving Ottawa the first station on the railway is Chaudiere junction, the next Gloucester, the third Manotic-- Osgoode station. This wanders into a senseless diatribe concerning the subsidies to the C.P.R., Suez canal etc.

**Friday 21/09/1894 Brockville Recorder Prescott Kemptville**

In connection with the attempt to wreck a C.P.R. train near Kemptville recently by placing ties on the track, the Advance says, "C.P.R. constable Ross yesterday lodged in the lock up here Wm. Prosser, a resident of the township of South Gower, who is about 55 or 60 years of age, who is suspected of having committed the depredation, Naturally it was a great surprise to all, as little or nothing was ever heard against the man. He is a man of poor circumstances, not looked upon as being very shrewd or sharp, and for many years, it is said, he has acted as grave digger of South Gower cemetery. He was being tried before Magistrate Sellick last night as we went to press. Sufficient evidence was offered against the man to warrant Magistrate Sellick committing him for trial. He was brought out here last night and lodged in jail."

**Friday 05/10/1894 Brockville Recorder Prescott Kemptville**

The case against Chas. Prosser, of Kemptville, charged with placing obstructions on the C.P.R. track near that place, details of which have already been given in the Recorder, was called before Mr. Justice McDonald at 11 o'clock Saturday forenoon. After hearing the evidence which pointed strongly to the fact that the prisoner was lead into making a confession of the deed, this confession was thrown out and Prosser acquitted. --

**Friday 12/10/1894 Brockville Recorder Prescott Prescott**

A carload of Kangaroo skins crossed the river from Prescott last Friday.

**Friday 25/01/1895 Renfrew Mercury Prescott Kemptville**

The people of Kemptville are highly indignant at the action of the C.P.R. in closing the principal station there. All the hands have been dismissed and the townspeople who travel and the mails are forced to go to the junction station two miles from the village.

**Friday 25/01/1895 Brockville Recorder Prescott Kemptville**

The station on the old St. Lawrence & Ottawa Railway at Kemptville has been closed by the C.P.R. and freight and passenger business has to be transacted at the junction two miles out.

The Advance says the people are very indignant at the government for allowing the C.P.R. to close the lower station. The mail has to be carried two miles to the junction.

**Friday 11/02/1895 Renfrew Mercury Prescott Kemptville**

The C.P.R. has restored to Kemptville the station within the village limits, instead of compelling passengers to go to the Junction two miles distant.

**Friday 01/03/1895 Brockville Recorder Prescott Prescott**

Construction of the Prescott elevator.

--A track from the Canadian Pacific road will be built parallel to the front of the building, passing just within the northerly side and continuing outside on a trestle a sufficient distance to allow a train of empty cars to pass within the building so the cars can be loaded as they are brought back.--More

**Friday 19/07/1895 Ottawa Free Press Prescott Richmond Road**

Messrs. Noah L. Piper and Son, of Toronto, have just completed the work of erecting a set of their patent street gates at the Richmond road crossing of the Canadian Pacific Ry. These gates cover both sidewalks and street, and will be a great protection as there is very heavy traffic on this road.

**Tuesday 06/08/1895 Ottawa Citizen Prescott Prescott**

The new elevator being built at Prescott should be ready by the end of the month--

**Thursday 21/11/1895 Ottawa Citizen Prescott Prescott**

New elevator - description and drawing.

**Thursday 30/04/1896 Ottawa Citizen Prescott Kemptville**

An accident occurred at Kemptville about 2 o'clock. When Conductor Powell of the special freight train was approaching the station, Engineer Daniels noticed the target turned against him and whistled for brakes, as he was being thrown on to the side track which was partially filled with empties. Having reversed his engine, applied the brakes, he was going to run into the cars on the siding and prepared to take the worst. Baggage man Sanders, who was busily engaged with baggage, not knowing the exact time, heard the train approaching and thinking it was No. 16 Conductor O'Leary's train from Prescott, ran up to the switch and threw it, as was his custom almost daily - a freight special so near passenger train time being a rarity. He immediately saw his mistake but was so upset as to be able to throw back the switch in time so as to avoid the accident which resulted. The truck of a freight car loaded with lime was thrown out by the engine, just far enough on to the main track to catch the truck of the tender, and a car loaded with calves was torn from the track. The engine uplifted ties and rails as it proceeded. No person was hurt and the passenger trains arriving from north and south exchanged passengers, mails and baggage and returned, losing only about one hour's time.

**Friday 12/02/1897 Brockville Recorder Prescott Prescott**

On Friday evening last a whole train load of rice, 19 cars, was taken across the river from Prescott to Ogdensburg en route to New York. The rice was shipped from Kobe, Japan.

**Friday 09/04/1897 Brockville Recorder Prescott Prescott**

Work on the large addition to the Prescott elevator is nearly completed. Double tracks are to be laid in for the loading of railroad cars, making three lines of tracks into the elevator proper. All the piles are driven ready for the ties and rails.

**Wednesday 02/02/1898 Ottawa Free Press Prescott Ottawa, Broad Street chaudi**

At nine o'clock last night an alarm of fire was sounded from box 141, Martin & Warnock's mill, on the Richmond road, for a fire in one of the sheds in the C.P.R. yard. When the brigade arrived the whole roof was ablaze. As a high wind was blowing at the time a second alarm was pulled. Two streams were played on the blaze which was quickly extinguished.

**Wednesday 12/05/1898 The Record, Chesterville Prescott Kemptville**

Burglars at Kemptville.

Blew the safe in the CPR depot but got no money.

Kemptville May 5. Burglars entered the lower CPR depot last night, blew the outer part of the safe all to pieces but failed to get into the cash department. Mr. Cassidy, teamster for Bowen's Roller mill, went to the stable to feed and prepare his team for an early start for Morrisburg. While in the stable the burglars followed him up, locked him in the stable and proceeded with their work. All the plaster is knocked off the station rooms and everything in pandemonium style.

**Friday 09/06/1899 Ottawa Citizen Prescott White Bridge**

Four cars of a C.P.R. freight train were derailed on the Prescott line at the White Bridge over the Rideau near Hartwell's locks last night by the axle of a car breaking. The line was cleared for traffic today.

**Monday 12/06/1899 Ottawa Free Press Prescott White Bridge**

A large number of people visited the scene of the C.P.R. wreck at the White bridge yesterday across the Rideau. Four cars loaded with coal left the track, one going into the river. The cars were badly smashed and there is coal scattered in all directions. An engine and a wrecking crew were engaged all day yesterday clearing away the wreckage.

**Saturday 15/07/1899 Ottawa Citizen Prescott Ottawa West chaudiere**

Work is progressing favorably on the air testing plant at the C.P.R. roundhouse. There will be in all four thousand five hundred feet of pipe in connection with the plant. The brakes on every car will be tested before going out. The company's freight cars are now nearly all equipped with air brakes. After the testing plant is completed a heating plant will be put in. This will enable the men to heat the cars before they leave the yard.

**Thursday 22/08/1899 Ottawa Free Press Prescott White Bridge**

The C.P.R. are making preparations to construct a piece of road from a point on the St. Lawrence and Ottawa track, south of the white bridge to connect with the New York and Ottawa railway. The object is to give a shorter route between the C.P.R. Union depot and the Sussex street freight sheds. At present a train, to get to Sussex street from the Chaudiere has to go out to Chaudiere junction and take the St. Lawrence and Ottawa track to Lower Town. This roundabout will be very much shortened by the contemplated connecting line.

**Thursday 26/04/1900 Ottawa Journal Prescott Chaudiere**

The CPR station on the Chaudiere and all the freight houses were destroyed. Both railway companies on the Chaudiere had engines at work at removing the cars.

**Thursday 03/05/1900 Ottawa Citizen Prescott Chaudiere**

Interview with Tait and Spencer. C.P.R. would rebuild provided they had some assurances that they would not be surrounded by lumber piles again. Mr. Tait said that prompt action would be required, as the company could not long continue unloading passengers with a tent as station accommodation.

**Friday 18/05/1900 Renfrew Mercury Prescott Chaudiere**

The C.P.R. is this week starting work on its new freight sheds and station in Ottawa. The new station will be nearly three times as large as the old one, and about 300 feet south of the old one - between the waterworks aqueduct and the C.P.R. track. Two plans for the superstructure are under consideration. One, all stone, three storeys. The other, stone foundation, with a brick superstructure.

**01/06/1900 Canada Lumberman Prescott Chaudiere**

Article - aftermath of the fire

**Thursday 21/06/1900 The Record, Chesterville Prescott Prescott**

A consignment of nine carloads of raw silk and two carloads of straw braid was crossed from Prescott to Ogdensburg on Wednesday of last week from China and Japan destined for New York. The consignment was valued at \$1,000,000.

**Monday 25/06/1900 Ottawa Citizen Prescott Chaudiere**

The C.P.R. is after increased yard facilities in connection with the new Union station which it will build this summer. The company has made application to the city for privilege of putting down additional tracks over the aqueduct. There are already two tracks at that point. The C.P.R. claims that under an agreement with the Canada Central railway, the original owners of the property, the corporation was given right of way for the aqueduct on the understanding that if more tracks across it were necessary they could be obtained. The city engineer will look up the agreement.

This morning Mayor Morris and Ald. H.J. Davidson, Storey and Hopewell met at the city hall and along with Engineer Kerr, went to the Canadian Pacific Railway crossing on Wellington Street, where they put down timbers on the railway track, thus blocking the track.

Mayor to Engineer: "As mayor of the city, and in pursuance of the resolution of the council last evening, I order you to block and barricade this railway track."  
"Very good, sir" responded the engineer, and he set the men to work.

While the work was being done, Constable Sullivan of the Canadian Pacific Railway appeared on the scene and was followed by a crowd of about thirty Canadian Pacific firemen, brakemen, engine drivers, laborers and other classes of employees. They came and looked on quietly while the work was being done. Inspector Vizard of the City Police was there in charge of his posse. He was instructed by His Worship to put three men on the crossing and to instruct them to arrest at once any one who attempted in any way to interfere with the crossing or the blockade.

At the bridge

Before going to the Wellington street crossing the mayor and his party went to the bridge across the aqueduct at the Canadian Pacific depot and blocked both ends by stringing barbed wire across. Constables Cassidy and Ross were left in charge with instructions to allow no one to pass. This bridge remains closed. When these two matters had been attended to the mayor's satisfaction the party proceeded to the Canada Atlantic crossing on Bridge Street where they put down a similar blockade to that put on the Canadian Pacific Railway.

An injunction

While this was going on Mr. D'Arcy Scott, solicitor for the Canadian Pacific, arrived on the scene with an injunction which he had previously served on the city clerk John Henderson at city hall. The injunction was granted by Judge Mosgrove and reads as follows: "This court doth order that the defendants, and their agents and servants be and they are hereby restrained from barricading or destroying the plaintiff's railway at or near Wellington Street, as approved by the Railway Committee of the Privy Council, dated Jan 31, 1900 in the City of Ottawa, or otherwise interfering with the traffic of the said railway until Thursday 7th Feb. or until motion then made to continue this injunction shall have been heard and determined."

This injunction was made on solicitor Scott's injunction and the judge gives order that further affidavit can be made.

Tore down the barricade.

When this injunction was served, the Canadian Pacific employees began to tear down what the city had been doing.

Mr. D'Arcy Scott along with Mr. Fred White, Chief Clerk in the superintendent's office served the injunction on the Mayor at the Bridge Street crossing at the same time a messenger arrived from City hall to warn the mayor that an injunction had been served there also. The mayor and Ald. R.J. Davidson decided that they would have to consult the solicitor before offering resistance to the word of the injunction.

In the meantime, Mr. Scott and Mr. Fred White returned to the Wellington Street crossing where Mr. H.B. Spencer, Superintendent of the Canadian Pacific Railway was awaiting them with a number of employees around him. Mr. Scott went to constables McGuire, Hamilton and Bush who had been left in charge and asked them what they would do. He said they might as well agree to let them tear up the barricade.

"You know that you are not physically able to resist this crowd."

"No" answered Constable McGuire, "Nor do we intend to. But we will carry out our orders and arrest the man who gives the order to tear up that block."

Messrs. Spencer, Scott and White held a consultation as to who should be arrested and they decided that Mr. White should give the order.

Mr. White walked over to the men who were standing around with crowbars ready to do the work, and just as he was about to speak, Mr. Spencer turned around and called to a man named Cassidy: "Cassidy, tear up the block." Mr. White gave the order at the same moment, so McGuire and the other constables decided that they would take both Messrs. Spencer and White to the police station and let them settle the matter.

Messrs. Spencer, White and D'Arcy Scott agreed to this and got into the cab along with the police constables and all drove to the station.

On the way they met the mayor and Ald. Davidson. The mayor asked the constables if they were taking the men down to the station.

The constables replied "Yes".

"That is right," said the mayor, "Do your duty."

The Canadian Pacific Railway men were taken to the station and Chief Powell was called from his house.

The Chief came down and after a consultation with the Canadian Pacific Railway people decided to let them go. The Chief says that they are not arrested but may be summoned if he finds on consulting the magistrate that it is necessary.

His worship the mayor is considerably incensed over the Chief's action. He claims that the Canadian Pacific Railway representatives were arrested and that the policemen had followed out his instructions by asking or taking the men to the station.

Here the matter rests and the question is was H.B. Spencer and Fred White arrested or were they not? At any rate the barricade is gone from the Canadian Pacific tracks. It was only forty minutes there. The work was completed at 11.39 and at 12.10 the track was again cleared and is clear yet.

The Bridge Street crossing

The Canada Atlantic crossing was blocked up to the time of going to press but Messrs. Chrysler and Bethune, acting for the railway company, this morning issued a writ for a similar injunction to that of the Canadian Pacific Railway. They expect to get the injunction and serve it this afternoon, when they will likewise tear up the barricading.

There are two policemen on that crossing to guard the city's rights as well and some one else may have to go to the police station this afternoon. The Railway Company claim that they will operate their crossing the same as usual after five o'clock to-night.

How the trouble began

The trouble between the city and the Canadian Pacific and Canada Atlantic Railways came to crisis today. The city council demanded last night that the railway companies' tracks on Wellington and Bridge sts. should be blockaded as the companies had not signed the agreements prepared by the city, which they had agreed to do when they got permission to lay the crossings. The companies were allowed to lay the tracks across city streets, subject to an agreement to be submitted by the city.

Ten days ago they were given notice that if they did not sign the agreements within ten day's time the city would tear up or blockade the tracks. In the meantime the Canadian Pacific Company got an interim order from the Railway Committee of the Privy Council allowing them to use the tracks across the streets. The Canada Atlantic got a similar order some time ago. Today the city practically tells the Railway Committee of the Privy Council that the Corporation of Ottawa is going to man the streets and say whether and on what terms railway tracks shall be laid across city streets.

The mayor, before acting this morning wrote the following letter to the City Solicitor:-

"In view of the decision of the council last night in the matter of the CPR crossing on Richmond Road and the Canada Atlantic Railway crossing on Bridge Street, and the bridge over the aqueduct, is there in your opinion any reason why the same should not be acted on forthwith." sgd W. D. Morris.

Mr. McVeity replied distinctly "No"

sgd Taylor McVeity, City Solicitor.

His worship called on the chief of police after Messrs. H.B. Spencer and White had been allowed to go and asked the chief whether or nor they had been arrested. The chief, the mayor says, admitted to him that Messrs. Spencer and White had been arrested and were allowed to go on their own recognizance.

SAYS THAT THE POLICE FAILED

the mayor says that in the case of the Canadian Pacific Railway the police failed to do their duty properly. He has since ordered that in the case of the Canada Atlantic Railway the police shall stand by the crossing and protect it in the city's interests at all hazards using force if necessary to resist any attempt to tear up the barricade and to arrest all persons interfering in any way.

The battle is ended

Hostilities between railways and the city cease.

There was a cessation of the hostilities between the city and the railway companies yesterday afternoon.

The cases will now go to the courts and will be fought out there.

At three o'clock there was a conference in the mayor's office as to what should be done. His worship had with him the city solicitor, Ald Hopewell, Ellis, R.J. Davidson and Ald. Taggart.

Summary of previous account.

The mayor told reporters that the Corporation would take every legitimate means to oppose what he terms the aggression of the Canadian Pacific Railway.

They also decided to tear away entirely the bridge build by the Canadian Pacific Railway across the aqueduct for the use of their employees. Men were put to work and during the afternoon the bridge disappeared. The material was piled on the city line alongside the aqueduct.

The Canada Atlantic crossing

Summary

During the afternoon the mayor was served with an injunction from the Canada Atlantic. The injunction was almost exactly like the one issued by the Canadian Pacific railway. The mayor asked the city solicitor what should be done in the case of the Canada Atlantic crossing in the face of the injunction. The solicitor told him that they would have to call off the police, as with the injunction, an order from the court, they could not possibly enforce the blockade of the crossing. It would be contempt of court to do so. The mayor accepted this advice and called off the police. Last night the company removed the blockade and operated the line. This injunction will also be argued on Thursday next and after that both cases will likely get a hearing before the Railway Committee of the Privy Council.

Discussion about the rights of the railway to cross. CPR had only recently gone to the Privy Council Railway Committee.

The CPR seems to be all right as regards the stone arch carrying the tracks over the waterworks viaduct.

The company asked civic consent as to an extension. The civic case was submitted to a sub-committee of aldermen and the city engineer. That sub-committee made an agreement with the CPR and the members say the agreement was properly carried out by the CPR.

Neglect by the sub-committee to formally report the agreement to last year's council appears to have caused the agreement to be omitted from civic records. The absence of record is full justification for the move of Mayor Morris to emphasize the supposed civic right; but now that the members of the aldermanic sub-committee admit the correctness of the CPR contention, there ought certainly to be no more troubling of the railway in the matter.

But the other cases, big and little, the level crossing question and the case of the footbridge over the aqueduct should be fought through every available court in the empire if need be. Don't let us tolerate either rebuff or compromise until the exact civic status as regards railway arrogance and unscrupulousness.

Waterworks committee recommends to council that the Mayor's action in ordering the removal of the stone arch bridge over the aqueduct be sustained.

City will ask the Railway Committee for a viaduct over Wellington Street.

Case against the Mayor postponed until Saturday.

Case against Mayor dismissed. Evidence went to show that the company had been notified before the tracks were blocked so that there could not have been any malice in this matter.

Railway injunction is being argued in the High Court which decided against the city.

Mayor Morris of Ottawa has been discharged by the magistrate at Ottawa on the charge of willfully and maliciously barricading the track at the Richmond Street crossing.

The level crossing over Wellington Street which was objected to by the city council was torn up this morning by order of Mayor Morris.

This was because the injunction restraining the city from interfering with the crossing was dissolved in Toronto yesterday.

More. Mentions the Montreal and Ottawa Railway. City argued that this was the fourth crossing at rail level and the locality is made dangerous. Not necessary for business but as a convenience for shunting trains.

The order of the railway committee does not authorize the crossing but defines the mode and manner of crossing and provides safeguards against injury to the public.

As a result of the judgment His Worship the Mayor tore up the rails across Richmond Road crossing and placed a constable there to prevent the company from laying them down again.

Arrived at the scene his worship and the engineer set the men to work to tear up the rails. They had been at work about half an hour when Mr. D'Arcy Scott, solicitor for the railway company drove up in a cab and handed the mayor an envelope. At the same time he stated that the envelope contained an undertaking from the company not to use the tracks.

The mayor looked at the envelope and then at Mr. Scott and said:

"Yes. Oh, all right. I will give this to the city solicitor. In the meantime I will make doubly sure by taking these tracks off the street."

"Well", replied Mr. Scott "if you wish to take a dignified stand on this matter you will not cause any damage to the company's property."

"Oh. We won't incur any damage," replied the mayor. "We will simply remove the rails. I don't intend to take any advice from you on this occasion." replied the mayor as Mr. Scott turned away.

Wording of the undertaking.

His worship took no notice whatever of the document, but quietly smoked his cigar and watched the work of tearing up the tracks proceed.

To the police he gave orders that on no account should they allow the tracks to be re-laid.

New C.P.R. crossing has been torn up. Illegible.

At Privy Council Railway Committee Company scores a point. Authorized to cross Wellington Street but to put up gates.

**Friday 08/03/1901 Ottawa Journal Prescott Wellington Street**

Armed policemen guard the crossing - eight of the biggest men on the force are being housed close by and meals provided. Twenty special constables sworn in. Mayor will call out the militia if he can.

Should the railway company attempt to relay the rails the fire bell will ring and a fireman will turn on water. Fireman with a key and hose stationed at the location.

Mayor believes that the Privy Council Railway Committee only has the power to specify the mode of crossing not to authorize the crossing. CPR will install rails when the gates arrive.

**Friday 08/03/1901 Ottawa Journal Prescott Wellington Street**

500 navvies to relay the rails. Mayor has ordered all policemen to be armed and to remain near the centre of the city so as to easily be within call.

**Monday 11/03/1901 Ottawa Journal Prescott Wellington Street**

This defence is expensive. City's armed force at Wellington Street will be reduced to twelve men. The excitement is cooling off. In the meantime the CPR are not spending a cent but are playing a waiting game.

**Wednesday 13/03/1901 Ottawa Journal Prescott Wellington Street**

CPR advised the city that they believe they have the right to cross. City informed the CPR they are in error and will resist until the matter is settled in the courts.

**Thursday 14/03/1901 Ottawa Journal Prescott Wellington Street**

CPR intends to get even with the city by diverting traffic through Smiths Falls.

**Friday 15/03/1901 Renfrew Mercury Prescott Wellington street**

Ottawa and the C.P.R. are at loggerheads over the laying of a level crossing on Wellington street. Mayor Morris, who is a fighter from head to foot, has a force of special police guarding the crossing to prevent the railway people putting down the rails. Popular sympathy is very much with the Mayor at present; but the C.P.R. is playing a waiting game, and the guard is costing the city from \$30 to \$50 a day. --

**Saturday 18/03/1901 Ottawa Journal Prescott Wellington Street**

City wins a second time. Judge refuses to give CPR an injunction.

**Monday 01/04/1901 Ottawa Journal Prescott Chaudiere**

The CPR will apply to the Railway Committee of the Privy Council for the right to expropriate the lands on which the stone arch was constructed over the water works aqueduct by them last year for the purpose of extending their yards.

More

The stone arch was built last summer by the company, but it comes out that the only authority they had for doing so was that given by Ald. Masson and Engineer Galt. There is no record of the council showing that the company had the authority of the council to construct the arch which is on civic property.

**Wednesday 17/04/1901 Ottawa Journal Prescott Chaudiere**

Establishment of the principle that the aqueduct and banks are purely civic property and that upon any future widening of the aqueduct the CPR shall lengthen its bridges at its own cost, is important. More.

**Saturday 09/02/1902 Ottawa Journal Prescott Chaudiere**

City Clerk John Henderson, has today received the following letter from Messrs. Scott, Scott and Curle acting for the Canadian Pacific Railway Company. The letter is a claim for \$200. This is for the cost of the bridge across the aqueduct which the mayor ordered to be torn down on the ground that the railway company erected it without the proper authority.

The letter is as follows:-

We are instructed by the Canadian Pacific Railway Company to claim from the City of Ottawa the sum of \$200.00 being the cost of a wooden footbridge erected over the waterworks aqueduct which has recently been demolished by the city officials on instructions, we understand, from His Worship the Mayor. This bridge was constructed with the consent of the City of Ottawa and as the council are doubtless aware, the city had no legal right to destroy it.

"We trust that this amount will be paid forthwith so that legal proceedings to collect same will be unnecessary".

**Monday 13/12/1902 Ottawa Journal Prescott Prescott**

Two trains of raw silk

Their total value is over \$2,000,000

CPR transfer these tomorrow to the New York Central, product of Japan.

The Ottawa division of the Canadian Pacific Railway will handle two trains, totalling in value \$2,000,000 tomorrow from Vancouver by way of Carleton Junction. The trains are loaded with raw silk from Japan for New York and will be transferred to the new York Central Railway at Prescott. The silk was shipped from Japan by the S.S. Empress of India, one of the CPR's big steamers. This is the second shipment of silk to be handled by the CPR within the past six weeks. The last train consisted of six carloads and was valued at \$1,000,000. There was also a carload of seal skins on the same train.

**Monday 11/05/1903 Ottawa Journal Prescott Chaudiere**

Full account of the fire. Shows a map of the area destroyed.

The Canadian Pacific Railway employees under Mr. H.B. Spencer looked well after their property. As soon as the fire started on the rampage north Mr. Spencer called out all the employees. All the freight in the sheds was loaded into empty box cars and the whole station and sheds were cleared of anything moveable.

The cars were then run out on to the main line and over the Hull bridge. Engines were attached to these trains ready to pull them further out of danger if necessary. Not a thing remained in the yard to be burned in the event of the fire reaching the depot except the handsome new station. Fortunately the fire did not reach Wellington Street and all was saved.

The fire wiggled about considerably in its course. On Preston Street it did not come past Maple on the west side and this saved Martin and Warnock's and probably the CPR roundhouse. The Somerset bridge burned early in the day and furnished a pretty sight.

The rail tracks under the Somerset Street bridge were twisted in a most extraordinary manner. In some places the rails were bent double lifting the ties completely out of place.

Eight flatcars loaded with lumber were burned on the sidings south of the Preston Street bridge. (CAR?)

**Thursday 22/12/1904 Chesterville Record Prescott**

John Reynolds, an aged and respected farmer of Oxford Twp. was killed Friday on the St.L&O and his son, Andrew McReynolds, was seriously injured, and now lies in critical condition. The accident occurred shortly after 2 o'clock that afternoon at a crossing known as the Oxford Township Line. The two men were crossing the track in a buggy when they were overtaken by the north-bound passenger train, no. 91. The rear end of the buggy was wrecked and both men hurled from the rig. The elder was killed outright and the son sustained terrible injuries about the head. The train, which had been running at an unusually high rate of speed, was brought to a standstill and backed up. The bodies of the unfortunate men were taken aboard and brought to Kemptville.

**Monday 20/02/1905 Ottawa Journal Prescott Ottawa West**

On the stroke of 1 o'clock this morning fire broke out in the Canadian Pacific roundhouse on the Richmond road, and before it was extinguished damage to the extent of about \$6,000 had been done. The interior of the central and eastern sections of the semi-circular roundhouse structure was gutted, and six locomotives, which were in the building, were badly damaged. The origin of the fire is unknown. A staff of cleaners were at work at the time, and it is believed that fire from one of the engines, or from a torch, set fire to the woodwork. At any rate, the whole interior of the building was soon a mass of flames and an alarm was sent in from box 141, hose wagons Nos. 1, 2, 7 and 8 responding. The fire fighters made a quick trip to the scene. The firemen were well directed by Chief Provost, and streams were seen playing on the inside and the outside of the burning building. The big Waterous engine Canada was used for the first time and Chief Provost stated today that he was well pleased with the test it was given. Had the new steamer not been used the chief is of the opinion that the whole roundhouse would have been totally destroyed. The big steamer provided plenty of pressure. The firemen experienced some trouble in getting the hoses between the locomotives but altogether the blaze was well handled. When the fire broke out the engines began to move out of the roundhouse, and there was much commotion, many of the locomotives blowing off steam with their whistles going full blast. The ball bearing turntable proved of great facility in the shunting around of the locomotives from track to track. At the time the fire broke out there were thirteen locomotives in the roundhouse. Seven of these were taken out. The most valuable passenger engines were removed. The six locomotives damaged have been for some time used on passenger and freight trains and the damage to them consists mainly of the destruction of cabs and rear portions and can be repaired. The loss on the building will amount to about \$1,000. The damage to the rolling stock is covered by insurance.

**Monday 10/07/1905 Ottawa Journal Prescott Chaudiere**

Blaze at the freight sheds  
Early on Saturday morning the roof of the C.P.R. freight sheds caught fire and damage to the extent of \$100 was done. The fire is supposed to have happened from the spark from an engine. An alarm was sent in from box 54, and the firemen from No.4 and No. 5 stations extinguished the blaze.

**Monday 29/10/1906 Ottawa Journal Prescott**

Funeral of Mrs. H.B. Spencer. Special train from Union Depot to Prescott.

**Thursday 02/01/1908 Chesterville Record Prescott Prescott**

The first monthly payment to the employees engaged in the very extensive improvements being made by the Canadian Pacific Railway to their yards in Prescott has just been received by the employees for the month of November, amounting to about \$7,000. It is stated that the Canadian Pacific are to spend for the above improvements some \$150,000. They are to remodel their yard to accommodate the increasing business at this point, and are building a large car slip for the new car ferry, Charles Lyon, which is being completed by the Polson Iron Works, Toronto at a cost of \$250,000, and which it is expected will be in commission transferring cars to and from the New York Central, Canadian Pacific and Rutland Railroads at Prescott and Ogdensburg next month.

**Thursday 02/04/1908 Chesterville Record Prescott Prescott**

At Prescott the entire railway yard is being changed involving the expenditure of some \$200,000. A new brick station is to be built and the foundation is already under way. It will be a handsome and up-to-date structure. The sidings will hereafter accommodate some three times as many cars as formerly, but the whole yards are not to be taken up in tracks. A small pond has been filled in to give more room and it is proposed to store 150,000 tons of coal. Altogether 250,000 tons of coal will be handled during the months of navigation on the St. Lawrence River there from April 1st and this means practically 2,000 tons a day. All of which is going some.

**Thursday 02/04/1908 Chesterville Record Prescott Ottawa**

The big trestle at the south east entrance to the city (is this on the approach to the Rideau River?) is to be all filled with earth and concrete supports, while the remainder of the big trestle on the Hull side of the Ottawa River at the Interprovincial Bridge is to be filled in. This will give employment to several score men and will take about six weeks. This work is to be done as a precautionary measure.

**Friday 25/12/1908 Renfrew Mercury Prescott Prescott**

A large sum of money has been spent by the C.P.R. in yard improvements at Prescott. The capacity of the yard is doubled, and the coal plant, with accommodation for 100,000 tons, is said to be the finest between Montreal and Port Arthur.

**Monday 12/04/1909 Ottawa Journal Prescott Prescott**

Prescott. The new C.P.R. round house took fire at three o'clock this morning. The firemen were promptly on hand but could not save the building. They got one passenger engine out, but two other engines were burned. Loss about \$12,000 partly insured.

**Thursday 16/09/1909 Chesterville Record Prescott Prescott**

The most valuable cargo of silk ever transported across the Pacific arrived at Prescott on Wednesday of last week and transferred to Ogdensburg where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000.

**Thursday 14/10/1909 Chesterville Record Prescott Bedell**

The name of Kemptville Junction has been disbanded and will in future be known as Kempton.

**Thursday 11/11/1909 Chesterville Record Prescott Osgoode**

The CPR has purchased a farm near Osgoode station for \$10,000. It was secured by the company for its gravel pits which are said to be the best between there and Montreal. The farm was in the possession of the Low family for sixty years and in all that time no gravel was ever taken off it. Also in the Renfrew Mercury 12 November.

**Wednesday 22/12/1909 Ottawa Journal Prescott Wellington Street viaduct**

The Wellington Street Viaduct will be formally thrown open to public traffic tomorrow afternoon. More. Picture.

**Thursday 24/02/1910 Chesterville Record Prescott Prescott**

The cars of oriental raw silk worth a million and a half dollars were ferried across the St. Lawrence from Prescott to Ogdensburg yesterday. A force of customs inspectors were in waiting and as soon as the cars passed an engine coupled on and pulled out for New York.



**Tuesday 12/04/1910 Ottawa Journal Prescott Ottawa West roundhouse**

In one of the most spectacular fires seen in the vicinity of Ottawa for some time, a section of the C.P.R. roundhouse was destroyed at about half past three o'clock this morning and four big mogul engines were damaged beyond repair.

The first alarm was sounded from box 141 at the end of Wellington street at 3:40 and when deputy chief Stanford arrived he immediately sent in a second alarm on account of the great headway that the flames had made which made it appear as if the destruction of a nearby row of wooden houses was inevitable.

Much difficulty

The firemen had great difficulty in getting their apparatus near the burning building on account of the fact that since the completion of the new viaduct there has been no provision whatever made for the entrance of a waggon of any description into the immediate vicinity of the shops.

--

On account of the strong wind that was blowing, and the tangle of scrap iron etc. which the roundhouse contained, the firemen experienced great difficulty in combatting the flames at first, but when the engine "Canada" was coupled to two lines of the hose the blaze was brought under control inside of thirty-five minutes.

Many spectators

The incessant whistling around emitted from the engines which were in the burning portion and the lurid flames, attracted many spectators to the spot, in spite of the early hour, and as the usual custom in such cases, a squad of policemen were sent up from the station.

Engines Nos. 42, 206, 274 and 1297 were completely wrecked and their loss will inconvenience the railroad as they were all in active service.

More.

**Thursday 21/04/1910 Chesterville Record Prescott Ottawa West**

The CPR roundhouse and three or four engines at Ottawa were damaged by fire.

**Tuesday 12/07/1910 Ottawa Journal Prescott Wellington St. Viaduct**

C.P.R. puts on its plate.

Advertising pays, at least the C.P.R. is clearly of this opinion.

On the Wellington Street viaduct, the recent overhead bridge constructed across Wellington street car tracks there is a plate which bears the following inscription:

BUILT

BY

C.P.R.

1909

That plate, made of polished brass, is firmly implanted in the masonry at both ends of the approaches. It would seem as if the C.P.R. had overstepped itself in claiming the credit for erecting this bridge.

To make a long story short, the viaduct, after considerable negotiations, was erected at the joint expense of the Corporation of Ottawa, C.P.R., G.T.R., and the County of Carleton.

City Engineer Kerr was surprised when he heard that the C.P.R. had placed the plates in position, and stated that they had no right to put the brass inscriptions in place.

"It certainly did not come within their rights to do so," he stated to the Journal, "but as the plates are upon the concrete work which was erected by the C.P.R. it is doubtful if we have any say in the matter.

Mayor Hopewell also thought the brass plates a peculiar piece of business, but could not say what steps the city would take.

According to the interview which Mr. H.B. Spencer, local superintendent granted to the Journal, the plates, presumably, were put in place by the Engineer's Department of Montreal, the construction of the bridge coming under that department of the road.

"I don't know who really put the plates in position," stated Mr. Spencer, "but I didn't give any instructions as to the inscriptions."

**Thursday 11/08/1910 Chesterville Record Prescott Manotick**

The local train in the CPR due at Prescott at 4.50 pm arrived tonight minus almost every pane of glass and showing other evidences of having been in a fray. About 3 p.m. when pulling out of Manotick the train ran into a cloudburst accompanied by a terrific wind. The train could be felt to rock heavily after a heavy hailstorm. The hail was so heavy that every window was broken instantly. One lady who had her watch on her wrist reported the hail having come through the window with sufficient force to break the crystal on her watch.

**Thursday 29/09/1910 Chesterville Record Prescott Prescott**

A consignment of thirteen cars of raw silk and silk goods from the Orient were ferried across to Ogdensburg from Prescott Monday morning. The value was \$100,000 per car. The valuable consignment, which is going to New York left Vancouver last Sunday at 8.20 a.m. over the CPR and the trip across the continent was made in exceptionally fast time.

**Thursday 24/08/1911 Chesterville Record Prescott Prescott**

Eight cars of silk en route from Japan to New York, were ferried across the river from Prescott to Ogdensburg on Friday. The silk is valued at \$1,000,000 and the journey from Vancouver to Prescott was made in four days. Jager Schmidt, a reporter for a Paris newspaper, who is endeavoring to circle the globe in forty days caught the special at Vancouver and left it in Smiths Falls in the hope of catching a ship at Montreal or Quebec in order to complete the trip within the time limit.

**Thursday 04/01/1912 Ottawa Journal Prescott**

Account of the hearing about poor service on the Prescott line.

**Wednesday 10/01/1912 Ottawa Journal Prescott**

Order to be issued today by Board - C.P.R. to improve service on line. Article.

**Thursday 25/07/1912 Chesterville Record Prescott Prescott**

Four carloads of Chinese silk were ferried across the river from Prescott Friday. The consignment arrived at Vancouver on the steamer Empress of India on July 13th.

**Thursday 01/08/1912 Chesterville Record Prescott Prescott**

A consignment of four cars of Chinese silk, valued at \$400,000 which was ferried across from Prescott to Ogdensburg, en route to New York, was brought from China to Vancouver by the steamer Empress of India, and was rushed across the continent in less than five days.

**Thursday 21/11/1912 Ottawa Journal Prescott Prescott**

The freight sheds of the Canadian Pacific Railway at Prescott were destroyed last night by fire. A large quantity of freight was lost and damage is estimated at \$40,000.

Police are investigating a report that the fire was started by an incendiary.

**Thursday 28/11/1912 Chesterville Record Prescott Prescott**

Shortly before midnight on Wednesday last week fire broke out in the CPR offices and freight sheds at Prescott and in less than three hours the large frame structure, with its contents, was completely destroyed together with nine box cars on the freight shed siding loaded with general merchandise. In one end of the sheds were stored 200 tons of coal, which were destroyed. The heavy losers are the CPR, the Canadian Customs and the R&O Company suffered somewhat by having their offices destroyed. The extent of the damage is roughly estimated at from \$60,000 to \$75,000.

**Friday 04/04/1913 Ottawa Journal Prescott Ottawa West water**

The C.P.R. is taking steps to curb the abuse of their artesian well, which is situated in the company's roundhouse, from certain persons who take the water away for the purposes of selling it. More.

**Friday 11/04/1913 Ottawa Journal Prescott Ottawa West**

Problem of smoke emissions from the C.P.R. roundhouse at the Union station.--

**Saturday 03/05/1913 Ottawa Journal Prescott White Bridge**

The new C.P.R. bridge over the Rideau river a mile below Hog's Back has been practically completed. It is a low black bridge and the piers used for the former structure have been used.

The bridge is on the Prescott line of the Canadian Pacific.

**Monday 18/08/1913 Ottawa Journal Prescott Rideau Canal**

Hand car plunges into canal - see accident file.

**Thursday 25/12/1913 Chesterville Record Prescott Prescott**

Freight valued at over 1 million dollars was transferred from the CPR across the river to the NYC railway at Prescott on Friday when eleven car loads of silk from China was hastened to its destination.

The goods were only six days out from Vancouver, where they arrived on the 10th by the steamer "Empress of India", and consisted of 8 cars of raw silk and 3 cars silk goods.

This is one of the largest consignments ever sent across the border from this point.

**10/02/1914 Rideau Record Prescott Merrickville**

Hurt in Runaway

Miss. Row of Smiths Falls was quite seriously hurt in a runaway accident at Merrickville Thursday evening. She had been visiting her niece and was riding in the omnibus to the station to take the train home. The driver left the horses standing outside a hotel while he went in for passengers and they ran away. It was a large closed sleigh and Miss. Row opened the door at the end and jumped out. In falling on the icy street she broke an arm and was otherwise injured. She was taken back to her niece's home where she is being taken care of. The horses ran to the station where they turned around, upsetting the sleigh, and getting free from it ran out into the country where they were caught unhurt.

**12/02/1914 Rideau Record Prescott Kemptville**

Hand Cut Off

Mr. Samuel Martin, the well-known commercial traveler of Kemptville, suffered a very serious injury at his hometown last evening. He was in Smiths Falls during the day and left for Kemptville on the fast express in the afternoon. This train does not stop at Kemptville but slows down at the diamond near the station and it seems that Mr. Martin has been in the habit of taking it and jumping off rather than to wait for the local fifteen minutes later. In jumping yesterday he slipped and fell between the train and the platform. He lay still, it is said, until he thought the train had passed and then put out his left hand to get up. Unfortunately he was a few seconds too quick and the wheels of the last truck of the last car went over his hand, severing it completely except the thumb.

**Thursday 26/02/1914 Chesterville Record Prescott Prescott**

Another rich consignment of raw silk, silk goods and linen from China arrived at Prescott Friday morning en route via Ogdensburg to New York City. It consisted of nine carloads and was brought over the Pacific by the steamship Monteagle, which docked at Vancouver, BC, Feb. 8 at 8.35 p.m. the shipment started for the east at 4.50 a.m. the next day and arrived at Prescott Friday at noon. There were 455 cases of silk goods and linen valued at \$107,200 and 173 bales of raw silk worth \$804,020.

**09/04/1914 Rideau Record Prescott**

Tried to Wreck Train

Two young men giving the names of Aurthur Sutton and Wm. Evans and claiming Carleton Place as their homes were before police Magistrate Sparham yesterday on a charge of attempting to wreck a train on the C.P.R. Sectionmen on the Ottawa line found a number of big iron plates and bolts placed on the rails just north of Smiths Falls early yesterday morning and after clearing them away made a run up the line on their handcar in quest of anyone trespassing on the right of way. They saw two men on the track ahead of them, who as soon as they saw the handcar bearing down on them took to the woods at Numogate. The sectionmen gave chase, captured them and brought them back to town. They were charged with attempting to wreck a train and were committed for trial by the magistrate.

(Actual date not recorded).

**Friday 12/03/1920 Ottawa Journal Prescott Ottawa West**

CPR threatens to pull out of Ottawa West and move facilities out of town if the city doesn't quit complaining about smoke problems. Controller Cameron says that Bayview Avenue residents cannot hang out their laundry due to cinders.

**21/01/1922 Ottawa Journal Prescott**

The Prescott passenger train heading to Ottawa, #563, hits a broken rail at Ellwood (in brackets, it noted that this place was formerly called Chaudiere Junction), killing the engineer and injuring 31 passengers. There were 175 people on the train, and one reason was that both the Smiths Falls and Perth hockey teams were on the train as there was a big hockey game in Ottawa that evening (this was a Saturday evening, derailment at 1615). The locomotive fell down a 15 foot embankment, which is possibly near today's Greenboro transit station. There were 8 columns of print on this mishap, but damage was light; they said that the locomotive suffered about \$1,000 damage, and the passenger cars total damage would run to \$10,000.

**15/03/1922 Ottawa Journal Prescott**

A 2 column story about the planned Wellington Street viaduct.

The City of Ottawa wants Toronto/Ontario Government to authorize Ottawa raising \$100,000 to pay for its share of the Wellington Street viaduct. Both Canadian Pacific and Grand Trunk say that this is a useless expense, and there is no need for a bridge at Wellington Street. (Of course, they don't want to pay their share!!)

Further to our notes regarding that bridge over Bowesville Road, now Riverside Drive, under which today's O-Train runs. It was an article of several paragraphs, but the gist of the article was: A new timber trestle is to be constructed at the Bowesville Road where the tracks cross the Prescott Subdivision. Several car crashes have occurred on the current structure due to the curve that the bridge roadway is on, an old winding bridge is there now.

14/08/1926 *Ottawa Citizen* *Prescott* *Kemptville*

The above picture of the "Lucy Dalton" was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at the famous Taunton (Mass) Locomotive Works in 1872 and was covered in brass and was beautifully painted. The engineer standing between engine and tender is George Wallace who afterwards ran on the C.P.R. and is now dead. The conductor, in full view on the platform is Conductor O'Leary. They all became C.P.R. men. Mr. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmaster on the road (coming from the Grand Trunk in the sixties) and was pensioned by the C.P.R. in 1900.

*Monday* 23/05/1927 *Ottawa Journal* *Prescott* *Ottawa, Broad Street*

Twenty-nine of the 53 bells for Canada's carillon arrived in Ottawa from Montreal this morning, and shortly after one o'clock the second largest, weighing about eight tons, was placed into position to be hoisted from the ground into the Victory Tower.

--  
The largest bell, which weighs 10 tons, will be brought from the Broad Street station as soon as the eight ton bell is hoisted to its place. More.

13/03/1928 *Ottawa Citizen* *Prescott*

Passenger Recovers Gem Lost on Train.

Tribute to Honesty and Efficiency of C.P.R. men.

The honesty and efficiency of railway employees was shown in a striking way when a diamond which had fallen to the floor of one of the cars on the C.P.R. train coming into Ottawa from Smiths Falls was found by a trainman the day after it was lost.

A woman passenger had embarked with a valuable diamond ring and on reaching her destination here found that the stone had dropped out of the setting. The people with whom she was staying promptly got in touch with the railway officials and the search began.

The vacuum cleaner failed to locate it although the exact place where the lady had been sitting had been described. Next day, however, a trainman decided to search with a flashlight on the floor under the seats. In the beam of his light he finally detected a gleaming object which he discovered to be the stone sought.

The grateful lady received her gem the same day.

26/06/1930 *Ottawa Journal* *Prescott* *Prescott*

CPR is building a new building at Prescott Ontario to house the freight shed, freight office, and the offices of the ferry service over to Ogdensburg NY.

*Saturday* 17/01/1931 *Ottawa Citizen* *Prescott* *Ottawa West*

Freight foreman was found dead in railway car.

Believed to have been rendered unconscious by a fall through a hatch at the top of a refrigerator car and while in this state to have succumbed to carbon monoxide fumes, Samuel W. Colbert, 500 Lisgar street, aged 42 years, C.P.R. freight shed foreman at Hull West, was found dead in the car in the Broad street yards. The tragic discovery was made shortly after four p.m. yesterday by William Tilson and John Burkhill, car inspectors, as they were checking over a freight train prior to its departure for Toronto.

Dr. I.G. Smith was called and pronounced the man dead. Coroner J.E. Craig M.D. was then notified and had the body removed to Burney and Sons parlour, where an inquest was called this morning and adjourned until Wednesday evening at the police station at 8 o'clock.

Colbert had not been seen around since early in the afternoon but no anxiety was felt as his duties took him nearly all over the Hull West yards. It was part of his duties to superintend the heating of refrigerator cars in winter to prevent goods in transit from freezing. The heaters, charcoal burners, are installed in the ice boxes of the cars.

The car in which Colbert lost his life came from Saint John N.B., and its destination was Toronto, but through a misunderstanding it came to Hull instead. It is believed that while inspecting one of the heaters Colbert lifted the cover off one of the hatches on top of the car, which is the usual entrance to the ice box, and in some manner unknown fell inside and was rendered unconscious by the fall. There was a bruise under his chin, apparently caused by the fall.

The circumstances which led to his discovery was the two car inspectors swinging the hatch at the top of the car open. On climbing to the top and looking inside they saw Colbert lying prostrate, partly over the heater in which a saw fire was burning and from which gas fumes were escaping. They immediately drew him out in the open and used every effort to revive him but without success.

Native of Gatineau

The late Mr. Colbert was born in the Gatineau district and lived the greater part of his life there. He came to Ottawa from Hull six years ago and had been a resident of the Capital ever since. In fraternal societies he took a prominent part, being a member of Eddy Lodge, A.F. and A.M. No. 41 and of the Brotherhood of Railway and Steamship Clerks Freight Handlers, Express and Station Employees No. 1161.

Surviving are his widow, formerly Annie Amelia Whates and one son, both of Ottawa.

The funeral service will be at his home, 500 Lisgar street on Monday January 19, at 2 p.m. Interment will be in Beechwood cemetery.

**Monday 15/08/1932 Ottawa Citizen Prescott**

R.W. Bottrell had notable career as railway engineer.

Started work behind throttle when only 19 years of age. Fast run recalled.

Richard W. Bottrell, who began his career with the Canadian Pacific Railway at the age of 19 years as an engineer, died this morning at the home of his son, George Bottrell, 21 Aylmer avenue, following an illness which lasted since April. Mr. Bottrell was 65 (should be 69) years of age.

Born in Quebec city, Mr. Bottrell had made Ottawa his home since 1868 and was one of this city's best known citizens. His record with the C.P.R. until his retirement in 1922 was an enviable one.

At 13 years of age in 1876 the future engineer became imbued with the spirit of adventure, and crossed the border into New York state. After filling various jobs of which he was capable at that time for about a year, he returned to Canada, finding a job as an apprentice in the Q.M.O and O. shops.

Mr. Bottrell returned to Ottawa taking a job running a donkey engine in the C.P.R. yards. At that time he was 15 years of age.

A year later the boy heard of an opening on the Q.M.O. and O. line between Hull and Aylmer, and landed a job as a full-fledged fireman. The engine was famous in the district as old No. 1, known as the "De Boucherville". The train made four trips between Hull and Aylmer daily. In 1881 the Q.M.O. and O. holdings were bought by the C.P.R. and Mr. Bottrell was promoted by his new employers to their Brockville and Ottawa line. His next job was firing on the lumbermen's mixed train between Ottawa and Mattawa. On this run he had many valuable and interesting experiences.

At the age of 19 in 1882, he was promoted to the position of fireman on the Ottawa-Pembroke passenger train. When not quite 20 he was given an engineer's job in yard service in Ottawa, which position he held for about a year.

Fast run recalled.

When the Soo branch of the C.P.R. was finished in 1885, Engineer Bottrell was given a passenger train between the Soo and North Bay. In later years he had all the best runs on the C.P.R. including the Montreal-Ottawa short line. It was on the latter run that he made the trip between Vankleek Hill and Ottawa, 55 miles, in 46 minutes. One one occasion he left the old Union station at the Chaudiere for Montreal with 13 coaches on the Winnipeg -Montreal train. The train left the Chaudiere at 5.15 and arrived at Montreal at 7.38, two hours and 23 minutes later.

In 1904 he was sent as an Ottawa district representative to the Brotherhood of Locomotive Engineer's convention at Los Angeles. At that convention he was elected first grand assistant engineer and held the office for 6 years. Some years ago the B of LE awarded Mr. Bottrell a long service badge for his 44 years of membership with the order.

The veteran engineer was a member of St. Luke's Anglican church and the Oddfellows order. Surviving are one son, George; two daughters, Mrs. W.D. Davis, Windsor, Miss Lulu Bottrell, Sault Ste. Marie, Ont; two sisters, Mrs. J.W. Borrett, Toronto, and Mrs. Eric Carruthers, Ottawa, one brother, F.A. Bottrell, C.P.R. engineer at Moose Jaw; one grandson, John Franklin Bottrell, and his daughter-in-law Mrs. George Bottrell.

**Saturday 15/02/1935 Ottawa Citizen Prescott**

The building of the Bytown and Prescott Railway was a great boon for the farmers along the route. In the first place it meant ready money for those whose land was crossed or bisected by the rails. While the road was being built the farmers and their sons got work on it. The pay was only 80 cents per day, but 80 cents was a lot of money in those days. After the road started running the farmers found a ready market for wood from their bush lots - fuel for the old wood-burning engines. They got a dollar per cord delivered at the station platform.

Locomotive fireman of eighties had many mean tasks to perform

Veteran railroader recalls customs of fifty years ago.

George W. Hawley draws on memory to recount tales of hardship, snowbound passenger trains and slow moving freights, tells of fishermans' paradise at Chalk River and of the big ones that didn't get away, relates an amusing partridge story.

Looking back upon forty-four years of railroading in the Ottawa district, Mr. George W. Hawley, of 346 Cambridge street, who entered the employ of the Canadian Pacific Railway in 1883 and retired on pension in June 1927, throws some interesting light on the life and experiences of a railroader in the days of "pony" engines and slow-moving passenger trains. Mr. Hawley's reminiscences should prove fascinating to the younger generation of readers and revive memories, both pleasant and unpleasant, for those readers who began their railroad careers under just such conditions as Mr. Hawley describes.

George Hawley, who has 74 summers to his credit and is still as agile as a cricket, is not a native of Ottawa or the Ottawa district. He was born in the year 1862 near the village of Cardinal, in Edwardsburg township and has many interesting memories of life and conditions in that district in his childhood days. Some of them are related in a separate story on this page.

'Twas on the 26th of March, 1883, that Mr. Hawley got word to come to Ottawa and begin his railroad career with the C.P.R. He was slated to commence as assistant mechanic in the machine shops located near the old 3-stall roundhouse, which was built and used by the Quebec, Montreal and Occidental Railway - later taken over by the C.P.R.

In those days, when labor was not as plentiful as it is today, a smart mechanic didn't have long to wait for promotion to a higher position. And so, after slaving in the shops for seven months - with long hours and comparatively little pay - young Hawley found himself elevated to the more dignified and more lucrative position of fireman.

Before we leave the shops and go on with Mr. Hawley's story of his experiences as fireman and later engineer, let us recall the names of some of those employed in the Ottawa Division (C.P.R) in the eighties. Johnny Dewar was foreman of the shops and William Cross was master mechanic. Among those who "ran" out of Ottawa were Isaac Schofield, Joe Burke, Ab Hudson, Bill Christie, Joe Jackson, James Barr, Dave Kelley, Charlie Eldridge, Charlie Bellamy, Jack Dudley, Fred Rowe, Bill Golden and Hughie Richmond.

When the narrator of this story arrived in Ottawa in '83, he secured lodgings in the home of the late William Hill, on Sherwood street. Hill was the official lamplighter for Lebreton Flats. In those days the streets were lighted with naphtha lamps and it was Hill's job to start out bright and early each morning and fill the lamps so they would be ready to set aglow at night. Readers who lived in that section of the city in the eighties will undoubtedly recall seeing Hill driving through the streets with a cart on which was mounted a barrel of naphtha, a ladder with which to scale the lamp posts and a bag containing lamps, wipers, wicks and other paraphernalia.

The life of a railroad fireman was no sinecure in the eighties, Mr. Hawley informs us. The firemen of those days had plenty of the dirty work to do - work which is now done in the shops or through mechanical gadgets which require only the pulling of a lever. For instance, the fireman was required to crawl under his engine and clean out the ashpan with a hoe: it was his business to see that all brass, inside and outside, was thoroughly scoured every day; it was his business to fill the oil cups, lubricators, etc., and it was his business to do a dozen and one other things from which present firemen are exempt.

There were then the discomforts of piloting an engine. There were no side curtains to keep out the snow in winter and the rain in summer. Little provision was made for combatting snowstorms, with the result that running schedules were slowed up considerably and much valuable time was lost. To illustrate this point Mr. Hawley told the following story:

"I remember one time we started out from Ottawa about five o'clock in the evening with a passenger train pulled by two engines. When we were two miles east of Almonte we ran into a heavy snow storm; the snow was up to the footplates of the engines. We plowed through it for a short distance and finally stalled. There we stayed until eight o'clock the next morning when a crew was sent from the city to dig us out.

"No, the passengers didn't freeze to death. In those days each passenger car was equipped with a little coal-burning stove called a Baker heater. The cars were small compared to present day coaches and it didn't require a very big stove to heat them.

"A railroad engineer received the munificent sum of \$1.10 a day, and no matter how much overtime he put in there was no extra compensation. It would take anywhere from ten to twenty hours for a freight train to get from Montreal to Ottawa. The engines of those days would pull between eighteen and twenty freight cars; giant locomotives of today have a pulling power of between seventy-five and one hundred freight cars. Faster time might be made in the old days but for the fact that we had to stop every twenty miles to take on water; present day tenders will go over a division - 120 miles - without having to stop for water.

Mr. Hawley fired the first through time-billed passenger train of the C.P.R. from Montreal to Vancouver, in June 1886, taking it from Ottawa to Chalk River.

The engineer on that occasion was Alexander Rogers. The following year - May 1887 - Mr. Hawley was promoted to engineer, and was at the throttles of C.P.R.locomotives from that time until he retired on pension on June 30th, 1927.

Great fishing

The railroader who was fond of fishing and hunting never found time hanging heavily on his hands at Chalk River, according to Mr. Hawley. The lakes and small streams in that vicinity simply teemed with fish "that were fish" and the woods round about were alive with partridge and deer. A few hours fishing would net a man almost more fish than he could carry home.

Mr. Hawley tells that one day he caught seven maskinonge, weighing ten pounds each, and two black bass weighing five to six pounds each. Other railroaders of the eighties and nineties who fished the lakes and streams above Chalk River could undoubtedly match this story. It wasn't necessary to have fisherman's luck in those days.

One day, while angling in a lake near Chalk River, Mr.Hawley landed a ten pound pike which had swallowed a sucker thirteen inches long.

And here is a good one to wind up this part of Mr. Hawley's reminiscences:

"One morning we were going up the Castleford grade, between Carleton Place and Renfrew, when the brakeman, Ed Parke, spotted a partridge standing on a log just inside the railway fence. He hopped off one of the cars near the front, ran back to the van, got a gun and killed the partridge. A few hours later he confided the tale of his achievement to me. That night I came down with a light engine, stopped at the spot where Parke said he had shot the partridge - and next day there was meat on the table in the Hawley home."

**Thursday 01/10/1936 Ottawa Citizen Prescott Manotick**

Three cars derailed on Ottawa - Toronto train, 200 passengers escape.

Night train meets accident near Manotick. Engineer's presence of mind averted disaster and only express and mail cars leave rails. Broken rail given as cause. Members of crew win high praise.

More than 200 passengers on the Ottawa-Toronto night train had a remarkable escape when three cars left the rails between Gloucester and Manotick at mileage ten just before midnight last night. Due to smart work on the part of the train crew, no one was injured and what might easily have been a major catastrophe was averted.

Three cars off tracks

The train, which is the night pool train, pulled out of Ottawa Union station at 11.35 last night with its first scheduled stop Kemptville at 12.25 a.m. It had just got up speed and was thundering on towards its first stop when suddenly the Canadian Pacific Express car left the rails, pulling a Canadian National Express car and the mail car with it. Fortunately the engineer, G. Yelland of Ottawa saw what had happened and immediately braked the train.

Right of way torn up

As he pulled the train to a stop the baggage car between the mail car and the passenger coach and five sleepers held to the rails despite the fact that the right-of-way was torn up and the entire train was rocking from side to side.

Workers in the mail car were thrown to the floor but beyond a few bruises were otherwise unhurt.

Passengers however, were badly jolted but it is understood that none of them were injured.

Among passengers

Among the well known people who left Ottawa last evening on the train were: Arthur Slaght K.C., M.P., of Toronto who was in Ottawa yesterday in connection with a court case; R. McIntyre and J.J. Beachen, both of Toronto, and C.H. Corman of the Hamilton Harbour Commission.

Calls for assistance were at once phoned to Ottawa and Smiths Falls and operating officials of the Canadian Pacific Railway ordered auxiliary engines to the scene of the accident from Smiths Falls and from Ottawa.

Delayed three hours

By three o'clock this morning the three derailed cars were back on the track and the train pulled off for Bedell where other equipment stood ready to rush the now three-hour late train on her way to Toronto.

Despite the fact that there was a drenching rain pouring down, the crew worked like heroes in an effort to get the train back on the track with all possible speed.

Believe rail broken

Officials at the scene of the accident state that they were of the opinion that the accident was the result of a broken rail. They all announce themselves as being extremely glad that the engine itself had not left the rails as this would possibly have resulted in a serious loss of life.

A C.P.R. official from Hull, Que., who was on the train en route to Toronto on his holidays, took charge of the operations at the accident.

The crew in charge of the train were Conductor D. Kennedy of Toronto and Engineer G. Yelland of Ottawa.

Ten feet of rail were found to be split when an examination was made following the accident. The wheels of the three cars ripped fishplates and ties for 400 yards along the track.

**Tuesday 24/11/1936 Ottawa Citizen Prescott Ellwood**

Police searching for bogus money believed hidden.

Working on a theory that a quantity of counterfeit bills, and plates for printing them, were cached under the flooring, police this morning ripped up the floor of the Canadian Pacific Railway tool-house at Ellwood, four miles south of Ottawa. Digging several feet into the earth beneath the two-inch planks revealed nothing.

The search was instituted following the arrest early this morning of Daniel McRitchie, 51 years, of Cooksville, who was paroled four days ago from an Ontario reformatory at Mimico. McRitchie was apprehended by Corporal C. Graham and Constable Poudrette of the Royal Canadian Mounted Police, Cornwall.

McRitchie was caught in the tool-house. he is charged with breaking and entering and awaits arraignment.

A close watch is being kept in the vicinity of the tool-house as the police hold the theory that McRitchie had arranged to meet a confederate believed to have been one of the gang of counterfeiters which was operating in Ottawa and Hull slightly over a year ago. At that time many spurious bills were circulated in the two cities, merchants being the victims.

When police began ripping up the floor of the tool-house they discovered that in one spot the earth appeared to have been recently disturbed. They think it possible that some members of the gang may have visited the shack recently and removed whatever might have been buried there. The officers also made a casual examination of the surrounding fields, ditches and hedges.

Constables Poudrette and Georges Lemieux of the R.C.M.P. and Constable George Kelly of the C.P.R. police, are conducting the investigation.

McRitchie, it is alleged, had a key to the tool-house and police are endeavouring to discover how he got it.

**Friday 23/06/1939 Ottawa Citizen Prescott Osgoode**

Osgoode June 23. Forcing an entry through the screen between the waiting room and office of the C.P.R. station here last night, intruders smashed the outer door of a safe and destroyed the inner combination, but failed to get the second door open. Tools stolen from the car-house were used. Two combination tills and a ticket case also were smashed.

**Friday 30/01/1942 Ottawa Citizen Prescott**

Turns down C.P.R. Bid for Line into Uplands.

An application of the Canadian Pacific Railway Company for the running of a spur line into the No. 2 Service Flying Training School at Uplands was dismissed by the Board of Transport Commissioners for Canada.

The line, which was intended to serve both her airport and the Ottawa Car and Aircraft Company, was denied on the grounds that the area is adequately served by a branch line of the C.N.R. already on the ground.

**Friday 11/08/1944 Ottawa Citizen Prescott Ottawa West**

Engine 2858 in Doghouse. Hauls only Local Now.

Times are tough for C.P.R. engine No. 2858. She's been demoted.

For quite a long while now, the big 2858 ran on the Vancouver train, No. 7, thundering in here every couple of nights or so on either the first or second section. Today she crawled in on the Montreal local. There was gloom among the insiders down at the depot today, to see 2858 arrive at the front end of the Montreal local No. 503.

It was learned too that 2858 recently was in Quebec. Perhaps this was a pro-Godbout locomotive, and has been sent to the dog house instead of the roundhouse with Duplessis' victory. In any event, this afternoon, No. 2858 will go back to Montreal on the 4.10 local, a terrific come-down from a career of pulling Nos. 7 and 8.

**Tuesday 11/03/1947 Ottawa Citizen Prescott Chaudiere**

One way traffic on Wellington street bridge

Driving is limited to one-way traffic on the Wellington street bridge, the result of an accident which damaged one of the steel girders Works Commissioner Askwith said Monday.

The girder was weakened when it was struck by a crane being carried under the viaduct on a CPR flat car. The railway company shored up the girder with timbering and in order to further protect the damaged area, traffic was routed away from the weakened section.

Meanwhile the Dominion Bridge Company on instructions from the CPR is undertaking the repair of the girder.

**Wednesday 23/02/1949 Ottawa Citizen Prescott**

Mail to Kars Travelling by Train Again

Mail from Ottawa to Kars, Ontario, will be dispatched in future by train, thus reverting to its original schedule, postal authorities announced here last night. The regular mail service between the capital and Kars was interrupted while repair work was being carried out to the Rideau river bridge, about half way between Osgoode and Kars. Postal authorities, in the meantime, sent mail from the capital for Kars by bus to North Gower, where the mail man picked it up. From there it was taken to Kars by automobile.

With repairs to the bridge advanced to the stage where traffic is allowed over it between 5 p.m. and 8 a.m. mail may now be taken off the evening train at Osgoode and motored into Kars.

--

"The fill-gap service was found unsatisfactory." another postal official said. "There were several delays and the service was anything but what it should be. Now, with our man able to meet the evening train daily at Osgoode, people in the area will be assured of getting their mail on time."

**Monday 21/03/1949 Ottawa Citizen Prescott Ottawa West**

Less Smoke in Yards

There will be less smoke and hooting and banging at the Ottawa West and Hull West railway yards from now on with the introduction of two new diesel-electric switching locomotives by the CPR.

The move, timed to coincide with Ottawa's smoke-abatement policy, was announced by Robert McEwen, assistant superintendent at Smiths Falls.

Two such switching engines will be operating in Ottawa and Hull by next week. The first of the pair, No. 7088, is due here from Montreal this afternoon and is scheduled to go to work immediately on a 24-hour basis in the CPR's Ottawa West yard tomorrow. The second - No. 7089 - is expected early next week and will be utilized in the two transfer services, morning and afternoon, accommodating the industrial areas of Hull and Hull West, Mr. McEwen said.

A Step Forward

Eliminating smoke, a factor in harmony with smoke-control measures new being actively promoted in the Capital, and reducing noise in operation, the introduction of diesels here, is another step forward in the Canadian Pacific's expanding program of dieselization of motive power throughout Canada.

Caption to picture of 7014

FIRST DIESEL LOCOMOTIVE - as a contributory factor to smoke control in the Capital, the CPR is placing two diesel-electric engines of the type shown above in permanent yard service here. First of the pair - number 7088 - is scheduled to arrive today, and a second - number 7089 - is due early next week and will go into immediate operation in the Ottawa West yard and Hull and Hull transfer services.

**Monday 26/09/1949 Ottawa Citizen Prescott Ottawa Union**

The Train of Tomorrow like a dream on wheels. By Austin F. Cross.

**Wednesday 04/04/1956 Ottawa Citizen Prescott**

A CPR train last night struck a Smith Transport Limited tractor-trailer at the Experimental Farm crossing near Dows Lake and wrecked the trailer but the driver escaped with only a painful head laceration.

--

The train, two engines linked together, was travelling south and the transport vehicle was going east when the train struck the loaded tractor-trailer about 9.55 p.m.

--

The train in charge of Engineer William Shorthouse of 137 Daly Avenue and Fireman Richard Hebert of 23 Charles Street, Eastview, was not heavily damaged and was soon on its way after the crash.

--

From Bruce Chapman:

It was 33/23's power, both steam.

Bruce Gillies is the operator, recognize his wiring (still alive and living near Finch Ontario), and of course, there was only a day man at Ellwood, but #24 that morning had G3 2469, by at 0822; #34 had gone by before he came to work, so not sure what he had. Thus, 2469 would have been one of 2 engines in the crossing mishap.

**Thursday 09/05/1957 Ottawa Citizen Prescott Prescott**

Transport knocks train from track.

Prescott - A transport driver escaped with only minor injuries when his truck struck a CPR train at a level crossing on the Prescott Bypass and derailed three cars at 9.40 p.m. Wednesday.

William Conlin of Oshawa was treated at the Brockville Medical Clinic after his truck slammed into the 13th car of train 592, combination freight and passenger bound from Ottawa to Prescott.

The eastbound truck knocked the car nearly 100 feet and the impact severed the railway track.

The transport's cab was wrecked and the trailer section suffered damage estimated at \$2,000. No estimate of damage to the train - 20 freight cars, a baggage car and a coach- was available.

Engineer of the train was Gordon Allen of 1084 Gladstone Avenue, Ottawa, and the Conductor was F.G.Cope, also of Ottawa.

There is no wig wag signal at the crossing.

From Bruce Chapman #592 had G5 1265 for power.

**Saturday 26/10/1957 Ottawa Journal Prescott**

Canadian Pacific Advertisement

Effective Monday, October 28th, 1957

THE PASSENGER SERVICE

provided by trains 593 and 592 between Ottawa and Prescott

Will Be Discontinued

Reason: Lack of Patronage

CANADIAN PACIFIC RAILWAY COMPANY

**Monday 28/10/1957 Ottawa Journal Prescott**

(Caption to picture of crew) Conductor J.R. McNally checks his watch and engineer C.J. Robertson, centre, and fireman Alvin Nichol look on just before the last train carrying passengers between Ottawa and Prescott moved out of Union Station at seven o'clock Saturday night. Now, only freight will be carried on the 52-mile, 15-stop run. Passenger traffic was not sufficient.

107 years of train service ends.

A small, almost empty train slipped down the rails and into the cold night at Union Station Saturday.

It was the last of its kind and marked the end of 10 years of passenger service between Ottawa and Prescott.

Just a Memory.

Now, for old trainmen and district residents alike, all that remains is memory.

A few passengers sat huddled quietly in a single coach. bright with yellow light.

A baggageman bent chafing his hands and fingering his mail within a single baggage ear.

It was seven p.m. and at the front a signal was given. Two burly trainmen heaved into a diesel cab. A conductor swung on at the rear.

Then it was gone.

It was goodbye to the first passenger service into Ottawa,

Prior to April, 1954 passenger trains exclusively operated between Ottawa and Prescott, but business had fallen off.

As a remedy the CPR put on a "mixed" (passenger and freight) train.

Still there were not enough passengers and the company made a successful appeal to the Board of Transport Commissioners.

Now only freight will be hauled on the 52-mile, 15-stop run and passengers will go by bus. To go by train they would have to travel by Coteau or Brockville.

The passenger service came into being under the St. Lawrence and Ottawa Railway in 1850 and was leased to the CPR in 1884.

Recently its stops have been Ottawa, Billings Bridge, Ellwood, Gloucester, Manotick, Bray, Osgoode, Sabourin, Kemptville, Bedell, Oxford Station, Groveton, Spencerville, Domville and Prescott. It has operated (going and coming) under train No.'s 593 and 592.

A Small Train

It normally has been a small train leaving Ottawa but has picked up passengers and freight and extra cars along the way, some cheese maybe at Oxford, then at Prescott some coal from Ogdensburg, and television sets from the town itself.

It has left Ottawa at six p.m. (standard) and arrived at Prescott at 9.05, then left from Prescott at six a.m. the following morning, arriving her at nine o'clock.

In future a Cornwall trucking firm will handle the mail between the two points.

Mail will leave Prescott post office at 8.30 a.m. and arrive at Spencerville at 8.55, Oxford at 9.20, Kemptville 9.40, North Gower 10.05, Manotick 10.30 and Gower at 11 o'clock.

Going the other way it will leave Ottawa at five p.m., arrive Manotick 5.30, Kemptville 6.40, Spencerville 7.05 and Prescott 7.30 - all standard time.

On the train for its last run Saturday were Clifford J. Robertson, engineer, of 261 Bayswater avenue, J.R. McNally, conductor of 261 Bayswater avenue (sic), Alvin Nichol, fireman, of 69 Palsen street; and trainmen, Erville Colemam, of Carleton Place and Percy Robertson of 81 Harold Place.

Engineer Clifford Robertson has been on and off the run since 1926. They were all sorry to see it go.

..As were many other train-buffs in the Ottawa area.

**Monday 12/05/1958 Ottawa Citizen Prescott Ottawa West**

Picture.

The Canadian Pacific Railway shops on Bayview Road were heavily picketed, yesterday, the first day of the fireman's strike. Picketers are seen marching along the right of way before the 3.45 Brockville train pulled out from the yards with a full crew, one of them a fireman who breached the picket line to take his place in the engine cab.

Another picture and full report.

**Friday 24/04/1959 Ottawa Citizen Prescott Ottawa, Broad Street**

CPR authorities were at a loss to explain how an estimated 13 railway cars jumped the tracks at the company's Booth Street terminal during shunting operations late yesterday afternoon. An investigation is now underway to determine where the brakes failed to operate or be operated prior to the derailment. Several feet of tracks were ripped up in the accident. Most of the railway cars were brought back onto the tracks shortly after the incident but emergency crews worked several hours to "straighten out" a coal car and caboose.

**Tuesday 29/10/1959 Ottawa Citizen Prescott**

Second crash of train in four days.

Yesterday's car-train collision which wiped out an entire family of four was the second level crossing accident in two days for the CNR-CPR pool train No. 34 from Toronto.

The same engineer, Earl Fergus, of Smiths Falls, was in the cab for both crashes. Both were in the same general location and both occurred at approximately the same time of morning.

Yesterday, Mr. and Mrs. Warren Sim and their two children, Wayne, aged 7 and Peggy, aged 5, died when their small car was hit on the Hunt Club Road.

--

Twenty-four hours and ten minutes earlier than yesterday's crash Wilbur Wilson, 51-year-old farmer of RR5.McCarthy Road, escaped death when No. 34 demolished his truck at the Walkley Road crossing.

--



14/02/1961

Ottawa Citizen

Prescott

Ottawa West

No Thanks from Mother Ottawa Citizen need to verify date of article

Alert Yardman Pulls Tot from Train Path

A two-year-old child was snatched from possible death in front of a crack CPR passenger train by a fast-thinking railway worker at the Ottawa West station Tuesday afternoon.

Merland Bennett, 36-year-old CPR yardman, was standing near the Bayview Road crossing as the westbound Canadian came over the bridge from the Hull side of the Ottawa River.

Playing On Tracks

As the train neared the west end of the platform, Bennett saw a small child playing on the tracks in the path of the train.

Horrified, Bennett rushed over to grab the child.

The tiny tot, between two and three years old, got up and started to run away from him, westward down the track, in the same direction as the train was moving. Before Bennett could reach him, the child had stumbled and fallen down between the rails. Bennett scooped up the scared youngster and jumped to the north side of the tracks, as the gleaming train picked up speed and continued on.

Grabbed By Mother

After the train had passed, an excited woman whom the child called "mother," grabbed the youngster from the railwayman and, without waiting to thank him, led the infant off toward Wellington Street.

A CPR spokesman said that while the train was not moving faster than five or six miles an hour at the time, it was beginning to pick up speed for its trans-Canada run westward.

He said it was "very alert action" by Mr. Bennett who ran ahead of the train to pick up the fallen child.

He added that Mr. Bennett who lives on his farm at Breckenridge, Que., has "great respect for trains," having lost part of his right hand in a yard accident in July, 1958.

Mr. Bennett is married and has two daughters, Linda, 5 and Mary, 2.

Caption for picture of Bennett holding a child in front of CPR 180x

Merland J. Bennett, CPR switchtender of Breckenridge, Que., will receive the Carnegie Hero Fund Commission medal for his act of bravery last Feb. 14. Mr. Bennett grabbed three year-old Robert McKenzie seconds before a train would have struck him as he lay between the tracks where he had fallen. The child, son of Mr. and Mrs. Robert F. McKenzie of 36, Melrose Ave., had wandered onto the tracks and Mr. Bennett saw the train approaching at about 12 miles per hour. Here Mr. Bennett and Robert re-enacted the event, for the benefit of a photographer. (See also page. 3).

14/02/1961

Ottawa Citizen

Prescott

Ottawa West

Heros Medals Awarded need date of clipping

The first Carnegie Hero Fund Commission medal for bravery to be awarded to an Ottawa district man since 1942, was announced by the Commission's manager, David B. Oliver, in Pittsburgh, today.

A Carnegie bronze medal and \$500 cash will go to Merland J Bennett, 36-year-old CPR switch tender, of Breckenridge, Que. Mr. Bennett saved three-year old Robert McKenzie from being killed by a train at Ottawa West station last Feb. 14.

Robert's parents are Mr. and Mrs. Robert F. McKenzie, now of 36 Melrose Ave. Mr. McKenzie is a CNR express motorman.

A posthumous award will also be made to Catherine Lapierre 18-year-old Pembroke district housekeeper who died trying to save eight-year-old Colleen Hagerty from drowning in the Indian River last July 16.

A bronze medal and \$500 cash will go to her father, Claytor Lapierre, of RR 6 Pembroke.

Both acts of bravery were drawn to the attention of the Carnegie Hero Fund Commission by a member of The Ottawa Citizen news staff.

William J. Neil, 25, and Harold Reginald Wilson, 29, both of Kingston, were awarded bronze medals for rescuing 14-year-old Bruce Todd from the bottom of a 22-foot cistern at Odessa last Aug. 12.

Commission assistant manager Donald G. Sink said it will take four to six weeks to have the medals struck at the US. Mint at Philadelphia. The medal and cash award will be presented to Bennett by a senior CPR official at a later date in Ottawa.

More Medals Expected

"It is probable that we will have more Canadian awards this year than during the past 10 years," Mr. Sink told The Citizen.

Gave Award

There was only one award in Canada each year from 1954 to 1960, with the exception of 1956 when there were two. Five awards were made to Canadians in 1953 and none in the years 1952 and 1951.

Tuesday

13/06/1961

Ottawa Citizen

Prescott

Railway tracks going under Canal

Begin work in fall, finish 2 years

The government has approved the depression of the CPR Prescott railway line across the city's west end.

Expected to start in the fall, the \$3,600,000 project will see the line go under the Rideau canal by tunnel and by open cut from the canal to near Gladstone Avenue.

Not a level crossing will be left in the section concerned.

Eliminated as level crossings will be Colonel By Drive, Prescott Highway, Carling Avenue,

Gladstone Avenue and, of course, the new Queensway. All these traffic arteries will overpass the depressed railway line.

There will be much less defacement of the Carleton University campus.

more

<http://news.google.ca/newspapers?id=MTc0AAAAIABAJ&sjid=TvUIAAAAIABAJ&pg=4681,2866763&dq=railway+railroad+train+cpr+bride-to-train-will-train-trained&hl=en>

Monday

20/08/1962

Ottawa Citizen

Prescott

City Centre Terminal

Now under construction

Ready for Spring 1963 occupancy

Specifically designed to provide complete warehousing, industrial, retail and office facilities, at an economical rent in the centre of the city, convenient to all traffic routes. Adjacent to the LeBreton Flats expropriation and new Government Buildings. Walking distance of Ottawa's largest skilled and unskilled labour pool. Providing Ottawa's only downtown railway siding after relocation. Completely sprinklered and fire resistant building. Every tenant will retain his individual identity.

Wednesday

18/09/1963

Ottawa Citizen

Prescott

Biggest girder in place.

The largest steel girder ever brought to Ottawa is lowered into place at City Centre, the building complex rising between the Wellington and Somerset Street bridges. The girder, 122 feet long and nine feet six inches high, was brought from Montreal on three railway flat cars. It will allow a railway siding to enter the building, a \$4 million project developed by Freedman Brothers, that will combine office and warehouse space, light manufacturing plants, storage, stores offices and other services.

**Thursday 17/10/1963 Ottawa Citizen Prescott**

West end tunnel work starts soon.

<http://news.google.ca/newspapers?id=scopyAAAIBAJ&sjid=xewFAAAAIBAJ&pg=7028,4802567&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l+bride+l-to-train+l-will-train&hl=en>

**Monday 14/12/1964 Ottawa Citizen Prescott Ottawa West**

Transport "first" for Ottawa.

Shipment of automobiles by railway tri-level automobile carriers arrived here Thursday for the first time when two of the big three-deckers delivered 30 cars to Ottawa and Hull dealers at Canadian Pacific's Broad Street freight yards. The triple-deck carriers, of which CP has 254 in its fleet, are 89 feet 9 inches long and can accommodate 12 to 15 automobiles. It is expected that they will carry the big bulk of cars to the markets in the future.

**Tuesday 08/07/1975 Ottawa Journal Prescott**

BELOW the HILL

"How deadheading ended a career: by Dave Brown

'At first, there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10:35 a.m. Sunday.

'I was riding my bike along the Ottawa River Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in.

First the sound -- steam. Then the sight.

'That train didn't belong there.

'It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield.

'Being from a railroad family (both grandfathers and my father were CPR trainmen), I have in the past watched so many similar trains and engines from a bicycle that time has lost its meaning. That's why it had been difficult focus in on what was wrong with the scene around me.

'I stopped on the overpass and in the sounds and smells of steam, easily slipped back 25 years and remembered how my railroading career was cut short at age 12.

'Start of a lesson

'I had informed my father that I wasn't too interested in long-range education planning because I was going to be an engine driver just like him. He tried to talk me out of it, but nothing seemed more fun.

'So he taught me out of it.

'A few days later, he asked me if I wanted to be his fireman on a deadhead run to Markstay, near Sudbury.

'It was a warm summer night and darkness had fallen when we approached the roundhouse to pick up our engine. We walked past many big and modern engines of the day. There were coke-burners (?) and oil feeders (?) and they all seemed as streamlined then as a rocket ship today. (my question marks)

'In the locker-room in the roundhouse, I was introduced to the fireman, who thought it a good idea that he would be getting the night off. Then the suspense ended and we went out to meet our engine.

'Biggest let-down

'It was a small and tired old hand-bomber. It looked much like 1057. It was embarrassing. We chugged out backwards through those gleaming modern engines.

'Getting to Markstay didn't take much shovelling. Then we had to wait for the incoming train.

'About three hours later, we were hooked to the front of the freight train and running at the hill. The other engine was a big coke-burner (?) and I felt a bit like a dog trying to help pull a horse.

'The fireman had killed time in a nearby tavern and was sleeping on the jump-seat in front of the fireman's seat, propped up on one side by the wooden wall of the engine, and on the other by the rounded wall of the boiler. The piercing whine of a pump sending water to the boiler was constant.

Sudden change

'On the engineer's seat now was an engineer, not a father. And he was screaming for more steam and that meant more shovelling. The whole front of the firebox was glowing red. The noise was painful, and so was the heat. The clam-like doors over the firebox couldn't be left open because of the blast-furnace heat that they let out, so every shovel thrown in meant stepping on a treadle, and the clank and hiss of the doors added to the noise.

'The engineer kept screaming. The little engine seemed to be rocketing and standing was difficult. I was afraid of falling against the red-hot firebox.

'The frequent trips into that firebox soon had the end of the shovel red-hot.

'The run back became a blur of heat, sweat, head-hurting noise and back-breaking work,. Coal dust got into my eyes and gritted in my teeth,. I couldn't stop or the gauges in front of me started to drop. I think I cried.

'Next day, my father was up and off on another run before I was out of bed. I left him a note saying that I would like to attend the school that he wanted me to enrol in. It was my resignation from railroading.

Parting shot

Watching 1057 chug its way up into the Gatineau Hill Sunday, there was a strong feeling that I had made a mistake. I wished that I was driving it.

**27/08/1980 Prescott Journal Prescott Prescott**

Out of the past - 1940 a Big year for Coal Traffic in Prescott.

An unprecedented volume of slack coal was reported to have passed through the CPR Prescott yards in the summer of 1940. During that year's navigation season, at least 1000 tons of coal per day were off-loaded at the fort town" by the Valley Camp, Coal Haven and Collier, with the freighters making at least three trips per week to the port during July and August.

The boom in coal accounted for a significant rise in employment at the CPR coal yards with crews of 20 to 30 men being required to handle the off-loading as well as at least 4 coal trains per day being run from the town.

**11/06/1986 Prescott Journal Prescott Prescott**

FERRY CAPTAIN DIES: In a recent edition. The Prescott Journal carried an obituary listing the death of Captain Doug Major, a retired boat captain off the St. Lawrence River. From the early 1930s to the 1970s, Major captained the tug Prescotont, owned by the Canadian Pacific Car and Passenger Transit Company, as it shepherded the rail car barge Ogdensburg back and forth across the St. Lawrence River between Canadian Pacific's terminal at Prescott, Ontario, and the Penn Central nee New York Central yard at Ogdensburg, New York.

Major started his career in the 1920s on the Great Lakes and became a mate on the Steel Electrician, one of the first diesel-powered boats on the waterway. The Prescotont also boasted one of these early diesel engines, in addition to other features such as ice breaking capabilities. Indeed, this diesel knowledge may have helped the Captain in securing a position with CP.

In keeping with nautical tradition, the Captain ensured that everything was just so. Indeed, member Duncan duFresne has never ceased to marvel at the pristine condition of this boat and her engine room which he had the chance to visit on numerous occasions when assigned to the Prescott coal train while he was a fireman with Canadian Pacific in the 1950s.

A little bit of Ottawa's history will be uprooted spike by spike within the next three years, but few tears are being shed.

Thirty-two kilometres of track between Kemptville and Ottawa, part of the first rail line into Bytown, built in 1854, are due to close by 2000, Michel Spénard, a spokesman for the St. Lawrence and Hudson Railway, the eastern division of CP Rail, said this week.

The link, which remains in operation today, is a throwback to another era, when Bytown was a boisterous lumber town.

The line was known as the Bytown and Prescott Railway at first, but changed to the Ottawa and Prescott Railway in 1855 when what would become the capital of Canada changed its name to Ottawa.

In 1867 its name changed to the St. Lawrence and Ottawa Railway and in 1882 it became a Canadian Pacific Railway branch line.

"I hate to see the lines being torn up, but the traffic will still be there, which is a good thing; it's just going to go a different route," said Earl Roberts, editor of Branchlines, the newsletter of the Bytown Railway Society. He thought the freight carried on the line, much of it newsprint, would get to its American markets by way of re-opened lines on the Quebec side of the Ottawa River.

Dave Knowles, the railway society's librarian, said, "You're sorry to see that heritage go, but let's face it, an hour in a car gets you to Prescott today. The railways have become long-distance carriers and that's what they do best."

Mr. Knowles said the railway's main purpose at the start was to move Ottawa Valley lumber to the U.S.

For a long time it was also the route for federal politicians coming to the capital from across the country and at its start it was the only rail route linking Ottawa to Montreal.

"If you wanted to go to Montreal from Ottawa by train, you took the Bytown and Prescott, went south to Prescott, took the ferry across to Ogdensburg, New York, took the Northern Railway of Vermont cross to Rouses Point, New York, and then grabbed the railway to Montreal.

"It's a shame that a line that existed for more than 140 years is being closed, but in the old days Ottawa and Prescott were more closely linked. The railways were the first reliable, all-weather transportation in this country," Mr. Knowles said.

The first train from Prescott arrived in Ottawa in December 1854, some three years after a group of Prescott merchants conceived of the idea of the railway. Eventually the company was financed mostly by Prescott and Ottawa merchants, including Thomas McKay, the lumber magnate whose home later became Rideau Hall, now the official residence of the Governor General.

Mr. McKay wanted, and got, the first railway terminal located near his lumber mills at Rideau Falls, a location now in the area of the Japanese Embassy on Sussex Drive.

Its owners frequently faced financial difficulties in the company's early days and at one point a near-riot occurred when a power struggle among shareholders led to doors being broken down and the police called in. Ottawa police chief Thomas Langrell ended up sitting on the company safe to stop it from being opened by unhappy shareholders.

"Mayor Henry I. Friel was also on the scene and, after the event, swore in special constables and called out the local militia volunteers for a week to keep the peace," railway historian Robert Elliot wrote in his manuscript for a coming book.

Snowstorms were also a frequent problem and in one instance in February 1869, the train that had left

Prescott at 8 a.m. on its regular three hour run to Ottawa became snowbound on the outskirts of the capital at 9 p.m. — 13 hours after it left Prescott — with 45 passengers onboard.

Still stuck at 3 a.m., according to Mr. Elliot, "a passenger from Toronto, named Bain walked the four or five miles into the Russell House hotel to tell of the train's troubles." He arrived at the hotel at 8 a.m. and by 9 a.m. teams of sleighs headed for the train with food and wine.

This century, according to Duncan du Fresne, a locomotive fireman on the line until 1957 and currently president of the Bytown Railway Society, one of the railway's problems was hitting cows that wandered onto the tracks.

"Any time we hit one, it was a prizewinning cow," he recalled wryly. "It was always a prize-winning cow. It was going to, or just had, won something at the Royal Winter Fair or whatever. Our claims agent used to say 'I wish you fellows would run over an ordinary one sometimes because every time you hit one the farmer claims it's a prize-winner and it's worth about 10 times what an ordinary one's worth.' We just never hit ordinary cows."

Today, the line passes through Osgoode and continues past Manotick Station, east of Macdonald-Cartier International Airport, across the Rideau Canal at Carleton University, through the tunnel under Dow's Lake and across Lemieux Island and the Prince of Wales Bridge to Hull.

Mr. Spénard said the proposed closing of the line is part of the railway's recently announced three-year plan to close or transfer a number of lines across the province. The company has until 2000 to make a final decision about each link. Osgoode Township Mayor Lloyd Cranston isn't waiting for the final decision.

He wrote to Canadian Pacific Railway headquarters this week saying the Kemptville-Ottawa link "established a vital transportation/economic link between Ottawa/ Highway 416 and Prescott/ Highway 401." Mr. Cranston said that if the link is removed, rail traffic from Ottawa to the U.S. will have to be rerouted a much longer distance through Quebec. He said transportation costs would rise and this area's rail connections to the U.S. would be in jeopardy if Quebec separates. He was also afraid that if the line was closed, the land would be sold off and the region would lose an avenue to expand the Transitway or introduce commuter rail to Osgoode and other communities south of Ottawa.

On the other hand, Osgoode residents who blasted the railway last year because of the noise from its train whistles are less likely to feel any regret about the line's closing.

#### *Wednesday 15/07/2009 Ottawa Citizen Prescott Prince of Wales Bridge*

Unused railway bridge needs \$40M in repairs for O-Train use: report

For some, the Prince of Wales rail bridge represents a good transit connection between Ottawa and Gatineau, but it needs lots of repairs that could cost up to \$40 million, says a City of Ottawa report on the structure.

In a memo to city councillors, the city's infrastructure director, Wayne Newell, says preliminary visual inspections have determined that getting the bridge into service would be a pretty big undertaking.

He says more detailed inspections are needed before a more precise estimate on the cost of repairs can be made, and that these alone would take about eight months and cost \$1.5 million.

"Transport Canada advised that before being placed into active service, we will need to inspect the structure in detail to ensure its safety for the operations that are being proposed," Newell says in the memo.

"Without a detailed condition assessment it is difficult to estimate the cost or extent of renewal, however based on the information available the cost could vary between \$20M and \$40M."

For years, transit advocates having been pushing the city to look at extending the O-Train across the bridge, which the city has owned since 2005, as a way of alleviating pressure on road bridges, which handle buses from both cities.

The one-kilometre bridge starts near the current O-Train terminus and crosses the Ottawa River in two spans to the western edge of downtown Hull section of Gatineau.

In March, elected officials on the City of Ottawa's transit committee directed Newell's department to look into the costs of repairing the bridge, which is currently not in use.

His report is expected to be back before the committee this fall when a decision on whether or not to continue looking at using the bridge is to be made.