

Local Railway Items from Ottawa Papers - Vankleek

Monday 11/03/1889 Ottawa Journal Vankleek

C.A.R extension

The Canada Atlantic Railway has decided to extend their line from Glen Robertson station in a north easterly direction to Hawkesbury on the Ottawa River. Work, so a director says, will be begun in the spring. The branch line traverses a rich section of Glengary and Prescott counties in all a distance of twenty miles for which a charter was granted last session.

It is pretty well known that the project was undertaken as a result of the agitation in favour of the road from Vaudreuil to Ottawa. The promoters of the latter enterprise although encouraged by the various municipalities along the route, received assurances from lumbermen interested in the Canada Atlantic that they could not hope for a share of the Ottawa lumber traffic.

The Canada Atlantic also has under consideration a scheme to build a branch line from Rockland on the Ottawa River to their main line above Casselman.

Tuesday 12/03/1889 Ottawa Free Press Vankleek

The Canada Atlantic Railway contemplate the construction of a branch line of railway from Glen Robertson to Hawkesbury, a distance of nearly twenty miles. They may also construct a line from Rockland to Casselman, during the summer, to catch the lumber trade from that point.

Wednesday 13/03/1889 Ottawa Citizen Vankleek

The Canada Atlantic Railway company talk of constructing a line from Glen Roberts to Hawkesbury, a distance of 20 miles.

Thursday 29/08/1889 Ottawa Journal Vankleek

Montreal Aug 28. A large delegation of the inhabitants from Vankleek Hill and St. Eugene appeared at the offices of the Vaudreuil and Prescott Railway Company in this city yesterday, for the purpose of influencing the location of the company's line of railway from Rigaud to Caledonia Springs by St. Eugene and Vankleek Hill. Gives details of those who attended.

Among other things offered was a cash bonus of \$14,000 and the right of way across 79 farms. Messrs. J.B. Montgenais the president, and G.W. Fortier, the general manager, met the deputation and promised that a meeting of the board of directors would be called in a few days to settle the location of the section between Rigaud and Caledonia Springs.

Friday 30/08/1889 Ottawa Journal Vankleek

Vankleek Hill Aug 30. In conversation with some of the most prominent businessmen of Vankleek Hill, it is said should the directors of the Vaudreuil and Ottawa Railway decide to alter the present location to the circuitous location along the river, they will give the ten thousand dollars already voted by the Township of West Hawkesbury to the Vaudreuil and Prescott County Railway to the Central Counties of Prescott Railway, and that company can then avail themselves of the ten thousand dollars already voted by the corporation of Hawkesbury, and thereby secure the construction of the said branch, making a very important feeder to the Canada Atlantic Railway,

Monday 06/01/1890 Ottawa Journal Vankleek

Mr. A. Charlebois of the Vaudreuil and Prescott railway is in the city en passant. He reports that work is progressing favourably on the line and nearly 16½ miles is completed.

Saturday 18/10/1890 Ottawa Journal Vankleek Vankleek Hill

Enthusiastic meeting - Central Counties Railway - connection to C.A.R. --

Tuesday 31/03/1891 Ottawa Journal Vankleek Glen Robertson

Central Counties Railway

First sod turned today at Glen Robertson

Alexandria, March 31. Ground was broken at Glen Robertson on the Canada Atlantic to-day for the Central Counties Railway, which will run from there across country by Vankleek Hill and Caledonia Springs to the Vaudreuil and Ottawa Railway. Work will be pushed rapidly.

Wednesday 01/04/1891 Ottawa Citizen Vankleek Glen Robertson

The Central Counties Railway Company broke ground yesterday morning at Glen Robertson and work will be pushed as fast as the season will permit to Vankleek Hill. The survey extends to Caledonia Springs and the work is of interest to Ottawa.

Tuesday 14/04/1891 Ottawa Journal Vankleek

Meeting of provisional board of the Central Counties railway took place yesterday at the office of Mr. C.R. Cunningham, the president. The survey is completed, the first sod turned and matters now appear like the commencement of construction.

Election of officers, benefits to Ottawa.

Will connect with the C.A.R.. This 20 miles is the first branch of the railway. Three others are to be built as soon as possible, beginning next year. The second will run between Cornwall and Moose Creek: the third between Rockland and South Indian or Casselman and the fourth between Vankleek Hill and Caledonia Springs. The latter will likely be the next built. All these branches will connect with the C.A.R. and run to Ottawa. The total length of them will be 67 miles.

01/05/1891 Canada Lumberman Vankleek Vankleek Hill

Vankleek Hill, a thriving village in the county of Prescott, is in high glee over the news that the Central counties railway company expect to have the line from Glen Robertson to the village completed by November next. The population is now about 2,000, and which it is anticipated will increase rapidly. Lumbering is carried on extensively in this region, and it is expected that the new railway line which is to connect at Coteau with the American system will enable the large dealers and holders of lumber to ship at any season of the year to Boston, New York and other cities in the United States. The railway company have a bonus of \$15,000 from the municipality of West Hawkesbury, and a number of small binuses from famres along the line. The LUMBERMAN trusts that all the good things that our friends along the Ottawa anticipate from the increased railway facilities will be realized. Just see to it that you have got the railway solid - if such a thing is possible - on all its promises, so that some day when you most need its services, it will not kick back on you. Railway corporations, and heavily bonused ones too, have done that kind of thing before.

Monday 27/07/1891 Ottawa Journal Vankleek

The engineer of the Central Counties Railway, Mr. Frank Hibbard, was in town today, and stated he would want some five hundred men for construction purposes in a few days.

Wednesday 26/08/1891 Ottawa Journal Vankleek

The contractors for the Central Counties Railway, M.J. O'Brien & Co. have been making their mark. Grading was started at Glen Robertson July 16th, and about 12 miles were ready for rail by August 15.

The first rails were laid August 11, for the purpose of receiving on the ground some 1,600 tons ready for track laying. These now having been received, the work of laying the track was started on the 24th inst. and by September 15 it is intended to cover the 14 miles to Vankleek Hill.

Monday 28/09/1891 Ottawa Journal Vankleek

The Central Counties Railway will be completed to here on Saturday night. There will be a great excursion from here to Ottawa on 29 inst. It will only cost one dollar to go and return.

Thursday 08/10/1891 Ottawa Journal Vankleek

A very large number from here took advantage of the cheap excursion rates on the Central Counties and Canada Atlantic Railways to attend the Ottawa Exhibition.

The Central Counties Railway will be completed to Hawkesbury about the 25th of this month.

Monday 26/10/1891 Ottawa Journal Vankleek

The contractor is busy building the station for the Central Counties Railway.

Thursday 29/10/1891 Ottawa Journal Vankleek

Passenger trains soon.

Completion of the C.A.R. branch from Vankleek Hill

On Monday of this work (sic should be week?) the rails of the Central Counties Railway were laid into Hawkesbury village completing 21 miles from Glen Robertson Junction with the Canada Atlantic. The contractors, Messrs. W.J. O'Brien (should be M.J.?) have executed the work with unusual dispatch. Grading commenced July 16th and the last rail was laid three months and ten days from that date. Ballasting is about finished to Vankleek Hill, 14 miles and trains for passengers will be put on that portion on or before Nov. 15.

Friday 20/11/1891 Renfrew Mercury Vankleek

The first train over the new branch of the Canada Atlantic railway from Glen Robertson to Hawkesbury, on the Ottawa river, passed last week. The line, however, is not yet graded.

Wednesday 02/12/1891 Ottawa Citizen Vankleek

In a very few days the Canada Atlantic Railway's two latest enterprises will be in full swing. Ballasting of the 21 mile branch from Glen Robertson to Hawkesbury was completed yesterday and the road is now ready to be formally transferred by the contractors to the company. It is a substantial piece of work and will give railway facilities to a fine section of farming country, besides connecting a couple of villages with the main line of the Canada Atlantic Railway. The road will likely be opened this week.

Road expects to open from Valleyfield to Malone - more.

Saturday 02/01/1892 Ottawa Free Press Vankleek

The lines from Glen Robertson to Hawkesbury having been completed, the Canada Atlantic railway will commence running trains Monday morning next to Dalkeith, Vankleek Hill and Hawkesbury.

Tuesday 05/01/1892 Ottawa Citizen Vankleek

The opening of the twenty-one mile branch of the Canada Atlantic Railway from Glen Robertson to Hawkesbury will afford railway facilities to one of the most thriving agricultural districts in Eastern Ontario. Heretofore the people of that section have had passenger and freight communications with commercial centres by way of the Ottawa river or the Canadian Pacific Railway to reach which the Ottawa had to be crossed either on the ice or by ferries. The construction of the new line will, however, create a new order of things, and the produce of the district can now be shipped directly and cheaply to Ottawa, Montreal, the leading markets of Canada and the United States generally. Besides an outlet will thus be afforded for the large output of the Hawkesbury mills, whose lumber can be shipped over the Canada Atlantic and its connections to Montreal, Albany, Oswego, New York, Boston and other important distributing points to which large quantities of Ottawa Valley cut now find their way.

The stations on the new line are Glen Robertson, Dalkeith, Vankleek Hill and Hawkesbury. These stations will have the same excellent passenger service as is now afforded Ottawa and all the main stations on the Canada Atlantic, and two trains daily each way for Montreal, New York, Boston and connections. The boon conferred upon the people of that thriving district is one which will doubtless resound to the credit of the Canada Atlantic whose enterprise in opening up such an important section as that through which the Hawkesbury branch runs, deserves the commendation of everyone interested in the progress and prosperity of the province.

Friday 15/01/1892 Renfrew Mercury Vankleek

The Central Counties Railway, the new road from Glen Robertson, on the Canada Atlantic railway to Hawkesbury, on the Ottawa River, was opened for traffic on Monday of last week. The new line is 21 miles long, and will furnish much needed accommodation for the thickly settled portion of the county of Prescott, which has heretofore, been without a railway. The stations are Glen Robertson, Dalkeith, Vankleek Hill and Hawkesbury. The road will be operated by the Canada Atlantic Railway.

Thursday 18/02/1892 Ottawa Journal Vankleek

The lease of the Hawkesbury branch of the Central Counties railway to the Canada Atlantic railway was confirmed at a meeting of the shareholders of the Central Counties railroad yesterday.

So readily do people accommodate themselves to the evolutions of this age of progress that the good people who till the fertile acres between Glen Robertson and Hawkesbury are already beginning to wonder how they got along without railway to the outer world. A trip over the 21 miles between these terminal points of the Canada Atlantic's first offshoot takes the traveller through one of the finest agricultural stretches in Eastern Ontario. And a pleasant journey it is, over a road bed as smooth and substantial as the far famed trunk line of the C.A.R. itself, and past pretty stations, models of neatness and durability. Already pretentious rows of freight sheds, and at Vankleek Hill a large grain elevator, erected as a private enterprise during the winter, show the extent to which the railway is looked upon as an indispensable accessory to commerce. Already a considerable quantity of grain has been shipped from this point, and much more remains to be moved during the course of the summer, the shippers being thus enabled to take advantage of favoring fluctuating of the market. But, with all the agricultural capabilities of the district through which it runs, the new branch is not dependent for business upon the carriage of farm products. The bulk of its traffic is the transportation of through freight in the shape of timber from the Hawkesbury mills. The town situated on the south shore of the Ottawa has benefited not only commercially but in appearance, from the building of the railway; for a great deal of expensive and substantial work has been done at this point. The station grounds, which a little less than a year ago, was little better than a swamp, has been converted at no inconsiderable outlay for grading and filling into as pretty a piece of railway property as one would wish to see. The yards are commodious and convenient affording exceptionally good facilities for the handling and shipment of freight. The heavy trestlework across the hollow has been completed and a track now runs right into the Lumber Company's yards. From Station Agent Tomkins, who appears well posted and deeply interested in the work of the railway, I learned that these mills give employment to 500 men besides many teams. Their cut last week averaged 3700 logs per day; and this output the concern expect to increase as the season advances. The mills run day and night, both the building and the piling grounds being lighted by electricity. All the lumber produced by these extensive works, in addition to the mills along the route, is shipped over the Canada Atlantic, the volume of which traffic can be estimated by the fact that as a mere commencement, the railway company has carried over its line something above two million feet of lumber in the past two days. Hawkesbury boasts two other steam saw mills, a woolen factory and a furniture factory and at present a company formed for the manufacture of agriculture implements is looking at a suitable site whereon to begin operations here.

What the freight operations have done to advance the industrial welfare of the district, a first rate train service has accomplished in the matter of passenger traffic. For years the people of this section were dependent upon the meagre facilities afforded by crossing the Ottawa frequently a hazardous and rarely a pleasant task, and travelling east or west by the railway on the Quebec side. These drawbacks, added to the cost of stage and ferries, limited travel to the demands of positive necessity. All this has been changed by the construction of the Hawkesbury branch of the Canada Atlantic which has not only given direct communication, but has stimulated the C.P.R. to compete for passenger traffic of this once neglected section, by offering free stage and ferry from Vankleek Hill and Hawkesbury to parties desiring to connect with that line. IN this latter enterprise the C.P.R. is handicapped, however, by the additional nine mile of stage travel for the Hill and the ferry over the Ottawa. Nevertheless, the establishment of this alternative route is no mean tribute to the importance of this thriving district.

Seeding along the railway line from Glen Robertson to Hawkesbury has been finished some time, and in many places the grain shows a vigorous growth of one to two inches above the soil, giving every promise of another prosperous season for the farmers.

It was learnt yesterday from a reliable source that the Central Counties Railway had moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson on the C.A.R. during the past six or eight months. The lumber comprised almost half of last years cut of the Hawkesbury Lumber Co. The remainder of the cut, of course, was shipped out by boat. Large quantities of every kind of freight are being moved to the Central Counties Ry. and the management are gratified at the results achieved since the opening of the road.

The Central Counties Railway has moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson, to go forward to the American market by Canada Atlantic railway during the past seven or eight months. The lumber comprized about half of last year's cut of the Hawkesbury Lumber Company. The remainder of the cut was shipped by boat.

Morris Shaver, engineer, is suing the Central Counties Railway Company for \$709 wages.

The Canada Atlantic round house at Hawkesbury was burned to the ground Wednesday night. The cause of the fire is unknown. The total loss to the company is about \$10,000, of which \$9,000 represents the value of one of the company's engines which was completely destroyed.

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VANKLEEK SUBDIVISION FOR SALE: Canadian National has its Vankleek Subdivision up for sale. The 20-mile line links Glen Robertson (on the Alexandria Subdivision) with Hawkesbury, Ontario. Also included is the 4.4-mile L'Original spur between Hawkesbury and L'Original, Ontario, over a portion of the one-time Canadian Northern L'Original Subdivision. The CNoR trackage was part of that company's main line between Montreal and Toronto/Vancouver. Service is now offered on a 6-day-a-week basis by a road switcher out of Coteau, Quebec. The Vankleek Subdivision was built by J.R. Booth, legendary lumber king of the Ottawa Valley. Booth also built the Alexandria Subdivision as the Canada Atlantic Railway and the Ottawa, Arnprior and Parry Sound Railway, connecting Ottawa with Depot Harbour, Ontario. Part of this line survives as the Renfrew Subdivision operated by CN under contract with the Regional Municipality of Ottawa-Carleton. This is only one of several lines CN wants to sell. Another likely candidate is the line between Matapedia and Gaspé, Quebec, involving the Cascapedia and Chandler Subdivisions.

RAILTEX ACQUIRES VANKLEEK SUBDIVISION:

RailTex Inc. of San Antonio, Texas, has reached an agreement to acquire CN's 21-mile Vankleek Subdivision between Glen Robertson and Hawkesbury, Ontario, plus the 4.4-mile L'Original Spur, for \$1.1-million. Operations commenced on November 2 on the line (named the Ontario L'Original Railway) which is the first sale made after passage of the Ontario Labour Relations Act. That law removes successor rights that would have required buyers of small railways to hire previous union employees and honour existing labour agreements. The transaction also represents the first CN asset sale in Canada since the new Canadian Transportation Act was passed earlier this year. The sale is scheduled to close on December 2. The company is expecting to handle 6,000 carloads on the line annually, primarily steel products from the IVACO mini-mill in L'Original, Ontario.

HAWKESBURY MAYOR MAKES PITCH FOR OPERATING STEAM TRAIN IN EASTERN ONTARIO: The mayor of Hawkesbury wants investors to operate the Hull-Chelsea-Wakefield steam train in Eastern Ontario to create a "motor of economic development" for the town. Mayor Jeanne Charlebois met Andre Groulx, the train operator, to discuss operating the train on the track that carries Ottawa Central Railway freight and VIA Rail passenger trains. She has also consulted Ottawa Central Railway officials about the possibility, she said. Mrs. Charlebois said the train could stop in L'Orignal, Hawkesbury, Vankleek Hill and at the Glengarry Highland Games in Maxville. The steam train has been parked since May, when a landslide near the track forced the business to close. Since then, the owners of the train have put the operation up for sale and say they have received half a dozen interesting offers. The asking price is \$2.5 million. Mr. Groulx, who has run the train for 14 years, said he will probably have to sell the train to a buyer from the U.S. or somewhere else in Canada. He added he has two serious offers from buyers who want to operate the train outside the Outaouais. Mrs. Charlebois said the train could run to the Glengarry Highland Games in Maxville and to Limoges 35 kilometres east of Ottawa, which will be the location of the \$50-million Valcartier Village Vacations water park. (Branchline)