

Local Railway Items from Area Papers - 1920

05/01/1920 *Ottawa Journal* **Carleton Place** **Ottawa, Broad Street**

Broad Street Station, an eye-sore to citizens and travellers arriving in the city by CPR, was officially closed to all passenger trains at 1201 o'clock Sunday morning.

CPR trains, both incoming and outgoing, used the Central Station on Sunday. The change is greatly welcomed by the public. Among the principal trains affected are the Brockville and Pembroke locals, the Imperial Limited and the "SOO" trains.

08/01/1920 *Ottawa Journal* **Waltham** **Aylmer**

As the result of a recent conference which Mayor Therrien of Aylmer had with the officials of the CPR, a new railway station will be built in Aylmer next spring. Already, the new site has been surveyed and other preliminaries attended to. The old station, which has done service for a great number of years, is not (sic) considered obsolete, and all the residents will greatly welcome the creation of a modern building.

09/01/1920 *Eastern Ontario Review* **Montreal and Ottawa** **Alfred**

Using Alfred Peat at Parliament buildings

Some of the peat which was manufactured into bricquets at the bog at Alfred, Ontario, during the last summer has arrived in Toronto for use in the parliament buildings. A carload of the peat, about 29 tons in all, was delivered at Queen's Park yesterday.

It is not the intention to use the peat in place of regular coal for heating the boilers. Instead, the plan is to use it in the fireplaces in the different offices. In this way the members of the cabinet and members of the legislature will be able to see the sort of fire it will give.

While the experiments at Alfred were discontinued for the season in October, the refined product has not yet been all shipped. The difficulty has been that the freight rates are too high. Application has been made by the joint Provincial and Federal commission, which is carrying on the experiments, for a commodity rate. Thus far this has not been granted by the railways.

The two machines which were used to manufacture the peat during the summer are now being overhauled. New boilers are being put in them so that peat can be used as fuel. Last summer coal had to be used to fire the boilers, as it had been impossible to get proper equipment during the war. It is expected the experiments will be continued next spring.

12/01/1920 *Ottawa Journal* **Carleton Place** **Beach Foundry**

The application of B. C. Beach to close part of Hinton Avenue was heard by judge Gunn this morning, and adjourned to January 20. Mr. J. P. Elihes, acting for Mr. Beach, said that the property of Mr. Beach, owned on Hinton Avenue, was not registered in his name, but was held under an agreement of sale with the Ottawa Land Association.

Mr. Beach admitted that he wanted to build a railway siding into his own property where he intended to build a foundry.

21/01/1920 *Ottawa Journal* **Carleton Place** **Westboro (Parkdale)**

Alderman Forward has filed a motion for the City Council which, if passed, will authorize negotiations with the C.P.R. for a branch passenger station at the Parkdale Avenue crossing in the western part of the city. At present, residents of Hintonburg and vicinity have to travel at least 3 miles to the Central Depot if they wish to catch a train, or to meet their friends.

Mr. H. E. Spencer, C.P.R. Superintendent, is not in Ottawa today, but will probably state the company's position on his return.

22/01/1920 *Ottawa Journal* **Carleton Place** **Ottawa, Broad Street**

The Armor Packing Company of Chicago are engaged with the C.P.R. in negotiations to lease the block of buildings fronting the railway tracks at the Broad Street station. This particular part of the station was formerly used by the railway as baggage and parcel rooms, and is not really part of the station proper.

The Harris Abbatoir Company has found it necessary to extend their present property to cope with ever-increasing volume of their business, and they, too, have approached the C.P.R. with a view of securing the Broad Street station as new quarters.

22/01/1920 *Chesterville Record* **New York Central** **Berwick**

The trains on the O&NY have been five hours late this week, some days getting in at 4 o'clock in the afternoon instead of 10 o'clock in the morning. It reminds us of winter.

30/01/1920 *Eastern Ontario Review* **Montreal and Ottawa** **Plantagenet**

Plantagenet. The new C.P.R. station is now in use.

13/02/1920 *Eastern Ontario Review* **Montreal and Ottawa** **Vankleek Hill**

Complaints have been filed with the Canadian Pacific Railway Company protesting against its referring to "Vankleek Hill Village" on tickets, transfers etc.

It is a serious offence for anyone to refer to us as a "Village".

They ought to be slapped on the wrist for that offence.

20/02/1920 *Eastern Ontario Review* **Winchester**

C.P.R. will improve Eastern Ont. Divisions

Brockville Feb 11:- The C.P.R. contemplates the expenditure this year of a considerable sum on its Brockville, Chalk River and Winchester subdivisions, chiefly in the laying of rock ballast and in relaying steel. A drainage system is to be installed in Smiths Falls yard and improvements made to the yards and shops including a new roof on the roundhouse which will cost about \$25,000. There is also to be a new station and turntable at Carleton Place

20/02/1920 *Eastern Ontario Review* **Hammond** **L'Orignal**

No mails yet this week via G.T.Railway, though the trains on the C.N.R. have been almost on time during the whole of the snow storm.

It is now about time that Mr.Proulx should make an effort to have the mails transferred to the C.N. R'y and ensure our villagers their mails daily instead of waiting 2 or 3 days for it.

27/02/1920 *Eastern Ontario Review* **Kingston (CP)** **Kingston**

Kingston Feb. 22. The Canadian Locomotive Works here will shortly be running at full capacity as the company has received a large order for locomotives from Canadian National Railways. At present there are only about 300 men engaged at the works but before next summer there will be a thousand. Further large orders are also expected.

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.

20/04/1920 Ottawa Journal Carleton Place Independent Coal and Lumb

Independent Coal Company has bought land at a cost of \$40,000 for a planing mill and coal chute between the CPR line and the Ottawa River in Ottawa West from Mr. F. A. Heney. CPR will construct a siding for the new outfit. Up to 150,000 tons of coal will be handled.

21/04/1920 Ottawa Journal Carleton Place Parkdale avenue

The proposed new C.P.R. station in the west end of the city will likely be located at Parkdale avenue, as a result of a meeting between the engineers of the railway headed by Mr. Alfred Price, general manager of C.P.R. eastern lines and deputations from the City Council and Nepean Township residents at the city hall yesterday afternoon. The Ottawa delegation which was headed by Controller Joseph Kent presented a resolution of the ratepayers of Ottawa West in which they declared that they would be satisfied if the station was located anywhere between Bayview road and Parkdale avenue. The delegation from the township headed by Reeve William Joynt, asked to have the station further west on Victoria avenue, Westboro. This latter proposal was not favorably received, and the township delegation withdrew opposition to the city delegation's resolution.

The officials of the railway have for some time considered the point where their line crosses Parkdale avenue as the logical location for the station.

21/04/1920 Ottawa Journal Carleton Place Westboro

New C.P.R. Station at Parkdale Avenue

Site Approved by Representatives of City Council

The proposed new C.P.R. station in the west end of the city will likely be located on Parkdale avenue, as a result of a meeting between engineers of the railway headed by Mr. Alfred Price, general manager of C.P.R. eastern lines, and deputations from the City Council and Nepean township residents at City Hall yesterday afternoon. The Ottawa delegation, which was headed by Controller Joseph Kent, presented a resolution of the rate-payers of Ottawa West, in which they declared that they would be satisfied if the station was located anywhere between Bayview road and Parkdale avenue. The delegation from the township, headed by Reeve William Joynt, asked to have the station farther west, on Victoria avenue Westboro. This latter proposal was not favorably received, and the township delegation withdrew opposition to the city delegation's resolution.

The officials of the railway for some time have considered the point where their line crosses Parkdale avenue as the logical location for the station.

29/04/1920 Ottawa Journal Carleton Place Parkdale avenue

Another important matter now before the council is the question of the location of the new CPR station to serve Ottawa West and the suburban area to the west of the city.

At a recent meeting between the engineers of the CPR and a delegation from the area affected, through an error, the Westboro and Nepean delegations withdrew their petition to have the station located in Westboro, the CPR officers intimated that they favored Parkdale Avenue as the site for the station, which would be too far in to serve the suburban area.

Reeve Joynt stated this morning that it was almost certain that the council will take the matter to the Board of Railway Commissioners.

30/04/1920 Eastern Ontario Review Kingston (CN)

On a Grand Trunk train leaving Kingston the other day quite a sensation was caused by the rumor that a newly-married couple on board were Douglas Fairbanks and Mary Pickford. The joke was started by a train official, and a large number of the passengers circulated through the car to get a glimpse of the highly paid movie stars, whose recent experience with the divorce court has given them additional notoriety,

07/05/1920 Eastern Ontario Review L'Orignal L'Orignal

A large gang of men are now engaged in making extensive improvements around the C.N.R. station here.

25/05/1920 Ottawa Journal Carleton Place Westboro

TRAIN STOP NEAR PARKDALE AVENUE

New Station will be erected there shortly

Following the petition of the city and Ottawa West residents made last April, the CPR yesterday began stopping local trains for the convenience of people living in the western part of the city at a point 600 feet west of Parkdale Avenue.

City councillor Norman H. Lett has received official notification from Mr. E. J. Flintoff, solicitor general of the CPR.

A permanent station and platform will be erected as soon as possible, but in the meantime, a cinder platform has been installed. A temporary station will be built immediately, and a station agent will be appointed shortly.

The need of this station to the western part of Ottawa has long been felt, and will enable people to catch trains without coming into Central Station.

Situated near Parkdale Avenue, the station also serves Westboro. At present, only local trains are stopping at the station.

26/05/1920 Ottawa Journal Carleton Place Westboro

NEW WESTBORO STATION.

Canadian Pacific Railway have decided to locate their new station, serving the west end of Ottawa and Westboro, five hundred feet west of Parkdale avenue, Ottawa. This station will be located on the south side of the railway tracks. A cinder platform is now being put down from Parkdale avenue and a temporary building will be erected as soon as possible. When this is done an agent will be placed in charge to sell tickets.

Local trains now stop at Westboro Station on schedule given below.

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20/06/1920 Eganville Leader Whitney and Opeongo

The Ottawa car shops of the Canada Atlantic are building twenty-five platform cars for St. Anthony Lumber Co., of Whitney. A fifteen mile branch line is also being constructed from Whitney to the Opeongo lakes for the purpose of bringing out logs for the lumber company.

25/06/1920 Eastern Ontario Review Westport Brockville

Plans are being perfected for the joining up of the Canadian National Railway with the Grand Trunk at Brockville and the use of the same terminals. The trains of the C.N. will likely be operated from Lyn Junction.

28/06/1920 Ottawa Journal Ottawa Terminal

UNIFICATION OF GTR and CNR

Inaugurated with operation of new train out of capital

Amalgamation of roads gives the state the largest system in the world; better service to areas from Ottawa to Montreal, and the west. First train was Sunday June 27th, 1920 to Montreal; next was a train from Ottawa to Winnipeg to connect with the GTP.

It was a long story.

Abandon Rideau Junction as a switching point and likely as a divisional point.

Another result of the amalgamation of C.N.R and Grand Trunk.

Too far from Ottawa - Men Released to be rehired.

As a result of the amalgamation of the Canadian National and Grand Trunk Railway lines, Rideau Junction will be abandoned as a switching terminal and will probably be abandoned as a divisional centre. Definite announcement that the switching of the Canadian National trains would in future be transferred to the yards at Hurdman's Bridge was made to the Journal this morning by Chief Clerk, J.D. Rowe, of the C.N.R. While no announcement has been made as to the abandonment of the junction as a divisional centre of C.N.R. but on Saturday about 150 trackmen and foremen who had been engaged in repairing the line there, were paid off and informed that their services would probably be required in the near future to remove some of the tracking in the extensive yards at that point. Established six years ago.

Rideau Junction was established as a divisional centre by the Canadian Northern Ontario Railway about six years ago upon the completion of the Toronto-Ottawa line. At this point the main line of the Montreal-Ottawa, Pembroke-North Bay line branches off and the site was ideal at the time for the C.N.R. as an independent line.

Transfer Switching Point

With the amalgamation on June 27 of the C.N.R. and G.T.R., and the unification of the two lines, it was found necessary to transfer the switching point nearer the main yards at Central Station. As Rideau Junction is seven and one tenth miles from the station and has no connecting lines with the former G.T.R. tracks to make it practicable to continue its use, the decision was reached to abandon it for switching purposes. Whether the roundhouse will still be used has not been definitely decided, but it is likely the entire plant will be dismantled with the exception of the station and freight sheds.

Rideau Junction is just west of the Rideau River in Nepean Township and about six miles from the centre of the city. With the establishment of the C.N.R. divisional point there a townsite was planned and a suburban centre sprang up. This was accompanied by considerable activity in real estate circles, many Ottawa people purchasing lots in the vicinity. To relieve the housing situation at Rideau Junction a number of old freight cars were dismantled and the interiors rebuilt into homes for railway employees and their families.

Will be absorbed

Mr. Rowe stated this morning that the dismissal of the trackmen and foremen at Rideau Junction was but a matter of form and that they would all likely work on the National Railways.

C.P.R. will not stand for two stations.

Owing to the fact that several other applications had precedence on the order paper, the hearing on the application of the Township of Nepean for an order directing the C.P.R. to erect a station at Westboro at or near Victoria avenue, for the handling of passengers, freight and express, before the Board of Railway Commissioners, was adjourned until this afternoon.

Mr. T.B. Flintoff is acting on behalf of the C.P.R. and Mr. J.E. Caldwell, Solicitor for Carleton County, represents the applicant. Mr. F.B. proctor, City Solicitor, will also be on hand to look after the city's interests, as the application for the Township of Nepean virtually involves the maintaining or the abandonment of the recently established station at Parkdale avenue.

The C.P.R. is understood to be agreeable to the establishment of one station in a centre which will serve the largest number of people, but will not countenance two stations, one in Westboro and another in Hintonburg. The application of Nepean Township is arousing the keenest interest, as was evidenced by the large attendance of residents along the Britannia line, farmers of Nepean and members of the Carleton County Council who were on hand this forenoon in the expectation that the case would be proceeded with then.

INVESTIGATING WRECK.

Engineer William E. Stanley, of 141 Breeze Hill Avenue, who was hurt on Saturday when a Gatineau Valley train left the tracks at Castor will likely leave hospital in a week. He was shaken up and it is believed that one rib was broken. The derailment, which apparently was due to an obstruction being placed on the track, is being carefully investigated, and it is believed there will be important developments. George Barker, brakeman, 11 Spadina Avenue, was also shaken up, but his condition is satisfactory, and he will be at work in a few days. None of the passengers was injured.

Two killed at Maxville when Montreal Express crashes into Motorcar

CNR train traveling at high speed at Maxville, Ont., deals out quick death to driver of car, a Maxville man, who attempts to Rush Crossing.

Two members of the Blaney family, Maxville Junction, Ont. Thomas, the father, and William, his 14 year old son are dead as a result of their automobile being struck last night at 8 o'clock by the Montreal Express, Canadian National Railways., at a level crossing near their home. Two other members of the family the mother, Mrs. Margaret Blaney, and a son, Sursin, aged 18 years are lying in a critical condition at St Luke's Hospital, Ottawa, while a friend of the unfortunate family, Baziol Rowe, aged 21 years, of Riceville, is also suffering from serious injuries in the same institution.

Thomas Blaney was killed out right when the flying locomotive hurled the automobile from the tracks. The other occupants of the car were taken on the train by the crew and rushed to Ottawa. Ambulances from Woodburn's undertaking establishment had been ordered by telephone, and the victims of the collision were hurried to St. Luke's hospital, but in spite of immediate medical attention, William Blaney succumbed to the terrible injuries which he had received. Late last night the hospital authorities could give no definite information regarding the probable fate of the other patients as they had been unable on account of the seriousness of their conditions, to make detailed examinations.

The accident occurred shortly after 8 o'clock, when the Montreal Express was running out of Maxville, where it was due at 8:02.

Eyewitnesses story.

Harry Conley, farm laborer, 22 Holden Street, North Adams, Mass, a passenger on the train, and the only eyewitness of the accident, stated last night that he believed that Mr Blaney was attempting to rush the crossing ahead of the oncoming train.

"It was just coming dusk", said Mr. Conley, "when I noticed the automobile heading for the crossing. I distinctly felt the jar of the train as the engineer applied the brakes, and heard him blow several shrill blast on the whistle. The fender of the engine struck the rear end of the automobile throwing it, partially wrecked, clear of the track.

Almost cleared track.

"Then the train stopped and backed up. Mr Blaney was dying, when, with several others, I rushed to his aid. He had evidently felt that he could get safety safely across the tracks, for, as I helped to pick up the injured, he said, "Another yard and I would have made it."

Following the accident, the express continued its run into Ottawa and arrived in Union Station about 30 minutes behind scheduled time. Ambulances from Woodburn's undertaking establishment had been summoned by telephone and the four victims were rushed to St. Luke's hospital without loss of time.

The members of the crew on the train were all Ottawa men. The engineer, William Wooley, was, it was stated last night, only a supply man, as the regular engineer of the train, Mr. Driver, was off-duty yesterday. The other members of the crew were A J Leamey, 128 Hinton Avenue, conductor; and H Dolman, baggage man. None of the crew would talk last night about the accident

S.A. Gormley Victim of Crossing Accident

The funeral of S. Alexander Gormley, well known insurance man who was killed when a C.P.R. train crashed into his motor car at Glen Nevis crossing, Glengary County, last evening was held from the home of his brother Dr. Joseph Gormley at Crysler on Sunday.

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The accident in which the deceased met his death, occurred about 6.15 o'clock, Friday evening last, when the C.P.R. west-bound passenger train No. 26 crashed into it.

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20/08/1920 *Eastern Ontario Review* *Vankleek* *Glen Sandfield*

On Wednesday of last week the Glen Sandfield Railway Station was completely destroyed by fire. Origin spark from locomotive.

23/09/1920 *Ottawa Journal* *Montreal and Ottawa* *Alfred*

CP #1, the Trans Canada Limited with 300 passengers aboard hit a freight train head-on at Alfred at 1am this morning. 2 baggage and express cars on the head end of the passenger train were demolished, and 7 box cars on the freight train were derailed, but no one was seriously injured.

The rescue train took the passengers back to Vaudreuil, then up the Grand Trunk to Ottawa.

The mishap was caused by the freight train running through the east switch before stopping to clear the passenger train.

23/09/1920 *Ottawa Journal* *Montreal and Ottawa* *Alexandria*

One hurt when Trans Canada flyer in wreck

Crashes into freight train on siding at Alfred after midnight

CPR main Montreal line blocked as result

Passengers on famous train shaken up and frightened in accident

A heavy fog is said to have been responsible for the failure of the engineer and fireman of the Trans Canada train to see the headlight on the freight train engine, which extended beyond the siding to the mainline track and resulted in last night's wreck. It is also stated that the brakeman of the freight train had not time enough to lay torpedoes on the track, to warn the passenger train of the danger. It is stated by railway officials that a temporary track will be constructed at the scene of the accident immediately.

300 passengers on the Canadian Pacific Railway Trans-Canada Limited, No.1 train, miraculously escaped death or serious injuries, shortly after midnight this morning, when that train plowed head on into a freight train at Alfred, Ont., about 35 miles from Ottawa.

Only shaken up.

The baggage and express cars of the passenger train were smashed, but all persons escaped with nothing more than a severe shaking. The engineer of the freight train sustained severe injuries about the head, and also a shattered the arm. With this exception no one was injured. The Trans-Canada was coming towards Ottawa.

A statement on the accident could not be obtained at the CPR offices today, but officials immediately left the city for the scene of the smash up to conduct an investigation. The Montreal - Ottawa line is blocked by the wreck.

Freight train too long.

Reports from residents at Alfred are to the effect that the accident was responsible to the inability of the freight train to place all its cars on the siding about 3 miles from the railway station. The siding at that point is said to have been too short to hold the full train, with the result that several cars on the front of the freight train and the engine were left standing on the mainline track.

Seven box cars piled up.

No warning it is said was given to the Trans-Canada train, and it was traveling at a fairly high speed when the impact occurred. Passengers marveled that the more serious wreck did not result. Engines of both trains were severely damaged but on the passenger train the damage did not run farther than the second car. The smoker came next, but this coach escaped untouched. Seven box cars on the freight train were piled on top of one another along the track.

Due you here at 2 a.m.

The Trans-Canada train was due in Ottawa shortly before 2 a.m. standard time.

When the impact occurred, the passengers in the sleepers for jolted in their berths. Slight panics prevailed in some of the ten sleepers and tourist coaches, and within a few minutes after the collision all the passengers were alongside of the wrecked train in scanty attire. Their anxiety was relieved when the train crews informed them that no one was injured. Around by Smiths Falls.

The passengers arrived in Ottawa shortly after five o'clock this morning on a special train which was ordered out from Montreal. It was necessary for the train to detour back to Vaudreuil, using the Grand Trunk tracks for a part of the way. The passengers were finally despatched to Smiths Falls, where they resumed the journey to Ottawa.

Mr. James H Hughes, assistant superintendent of the road, and other officials left for the scene of the wreck early this morning to conduct an investigation.

Main Line blocked.

As a result of the smash up the main line was blocked to traffic today. The CPR Montreal train, due in the city at 11:30 o'clock this morning did not reach the city until 12:35 p.m. This train was dispatched from Montreal to Bedell and then over the Toronto Montreal line to Kemptville. CPR Montreal train 501, due at 10:55 a.m. had not arrived in the city at 2 this afternoon.

It was announced at the CPR offices that the Ottawa Montreal line would be closed to all traffic until the line is cleared of the wrecked trains.

Tells of accident.

The Trans-Canada flyer crashed into a freight train which had overrun the siding at Alfred said Mr F Nash Billsoley of Norfolk, and Commissioner of Fisheries of that state, who arrived at the Chateau this morning after his experience. Mr. Billsoley, said the accident happened about midnight. Immediately after the crash, Mr. Billsoley said, there was considerable confusion for a few moments but with the discovery that no one was hurt, the passengers patiently waited for the train to take them to their destination.

The freight train, which caused the wreck, had evidently pulled in on the siding to allow the flyer to pass and unfortunately over ran into the mainline. The flyer, pounding along on her way to Ottawa, smashed head on into the freight engine. Seven freight cars were hurled from the rails while the engine and the first two cars of the flyer were badly smashed. Mr. Billsoley attributes the escape of the passengers to the fact that the first car in rear of the flyer engine was an express car and the next a mail van. These two cars acted as a cushion, he said, and took up most of the shock. Several other passengers were thrown from their seats and were slightly shaken up, but no one was seriously hurt.

Mr. Bill Sully is here to attend the Fisheries convention in the Victoria Museum and is none the worse for his trying night.

Fog is blamed for bad crash at Alfred spur

Freight engineer receives severe injuries when passenger engine hits his train.

The head on collision between CPR Trans Canada passenger train No. 1, westbound and No. 86 freight train, at Alfred, early yesterday morning, has been fairly well established, as having been due, primarily, to dense fog. Mr. James H. Hughes, assistant superintendent of District 4, who was at Vaudreuil at the time of the accident, proceeded at once to the scene to investigate. He remained in Alfred all day yesterday.

Too long for siding.

From the stories related by members of the train crew and passengers, it develops that number 86, which had pulled into the siding at Alfred to allow the Trans-Canada to pass, was too long for the siding. After clearing the rear of his train from the main track, the engineer of the freight found that his engine and one or two cars still remained on the mainline. Realizing that arrival of the fast train on its way west was important, conductor Sproule, of the freight, send out a flag man with a lantern and flares.

Fog blinded engineer.

The flagman had only preceded a short distance along the track when the headlight of the onrushing passenger train showed dimly through the dense fog. He waved his lantern frantically, but the fog prevented it from being seen, and a second later, the head on crash of the two locomotives occurred. The collision completely wrecked two baggage cars immediately in rear of the engine on the passenger train, and the express car was thrown on its side in a deep ditch, filled with water and mud to a considerable depth. The rest of the coaches remained on the rails, the occupants suffering no injuries beyond a severe shaking up.

Much equipment wrecked.

The two engines were locked by the impact, and thrown to one side of the track. Seven box cars of the freight train were demolished. The engineer of the freight train is said to have received severe injuries about the head, and a shattered arm.

Stuck to throttle.

The express car rolled into the ditch just a few feet in front of him. The engineer of the passenger train, Mr. J Chisholm, 603 Wellington Street, Ottawa, stuck to his throttle, and came through the ordeal with only a severe shaking up. Last night he was suffering little or no after effects.

Through traffic resumed.

Through traffic on the Ottawa Montreal line was established shortly after 2 p.m. yesterday after a tie-up of some 12 hours. The track at the point where the wreck occurred was badly torn up, and temporary repairs were affected. The wreckage from the two trains lies on either side of the tracks.

27/09/1920 *Ottawa Journal* *Carleton Place* *Westboro*

A judgment will be signed today by the Board of Railway Commissioners in the application brought by the Township of Nepean to compel the Canadian Pacific Railway to grant the people of Westboro on the Britannia line a station facility at Victoria Avenue in Westboro.

The judgment grants the application and in consequence that section will soon have the new station complete with passenger traffic, freight, express and telegraph facilities. The station is to be in place by December 1st. The judgment has been written by Dr. Rutherford, and the other members of the commission concurred with it.

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29/09/1920 *Ottawa Journal* *Chalk River* *Castleford*

INQUEST INTO DEATH OF CONDUCTOR SADDLER

The body of Mr. Harvey Saddler of Carleton Place employed a a conductor by. the C.P.R., who died yesterday afternoon In St. Luke's Hoapital from injuria which he received two days previous in a freight trlnh derailment near Castleford. Ont.. Was shippe this morning to his home in Carleton Place, where the funeral is to be held.

he deceased sustained Injuries to the extent of a broken neck and a fractured spine In a curious mishap. He waa in the van ot his train when four ot the box cars jumped the track. The van remained on the rails but Mr. Saddler was thrown against the wall of the car with terrific force. He was knocked unconscious and was later picked up by other members of the train crew. He waa at first taken to the hospital In Renfrew, but was brought lanter to.Otawa.

An Inquest into his death, ordered by Coroner Craig, waa opened last evening at Woodburn's undertaking parlors. The inqnrity was adjourned until Monday night at the Police Station.

The deceased, who was 43 years of age. was born at Pakenham. He waa employed by the C. P. R. during the last 15 years, and he was particularly popular with his train mates he is survived by his widow, one son, Howard; two brothers, Stanley and Charles, residing at Appleton. and one sister, residing at Carp.

22/10/1920 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

Fatal accident

(The Hawkesbury Echo)

On Saturday morning last,Telesphore Belle Isle and Bill Sauve left Hawkesbury to spend the day in Grenville. At 7o'clock that night they were returning home on the C.N.R. bridge, and when nearing this end of the trestle they heard the passenger train coming in. It was dark. Believing they had reached that part of the track where therer is an embankment filled in with sand, they left the track and jumped 60 feet below, landing on a pile of stones.

Both lay their unconscious for an hour. Then Sauve came to and gave the alarm.

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Belli Isle died, Sauve recovered

05/11/1920 *Eastern Ontario Review* *L'Orignal* *Hawkesbury*

The application of the C.N.R. Co. for approval of renewal of a bridge over Sinclair Street in Hawkesbury came up for hearing before the Railway Board on Tuesday. The town opposed the application on the ground that the steet would be too narrow. After considering the facts submitted, the company won its point. The Board was of the opinion that the proposed plans meet all the public requirements of the town. Who represented the town before the board? We believe there was no one.

12/11/1920 *Eastern Ontario Review* *Alexandria*

The management of the Grand Trunk Railway has forwarded a message to all station staffs and track forces of the railway expressing appreciation of their efforts in caring for the flower beds around stations and tool houses during the past season. A large number of station and surroundings have been beautified under the direction of the company's head gardener William Glass and the employees have taken the greatest interest in maintaining this work.

(8 days before Westboro in Westboro should have opened by Board Order)

Mr. J. R. Savage, general superintendent of the C.P.R. Ottawa District, and Mr. J. E. Beatty, district engineer, had a conference with the Board of Control this morning regarding the Railway Commission order to the railway to open a station at Westboro.

The C.P.R. already has a station at the corner of Parkdale Avenue and Scott Street which the controllers want the Company to keep open. No decision was reached.

Railway buys 300 acres of land east of Ottawa.

Understood CPR plans to erect round house and establish yards.

Broad street yards to be practically abandoned.

One of the largest dents in suburban property that has taken place around Ottawa in years was finally settled recently when several farmers in the vicinity of Cyrville sold 300 acres of farming land to the Canadian Pacific Railway. The amount involved is over \$30,000, prices paid ranging from \$50 up to \$200 per acre, depending on the quality and locality.

The sale means the settlement of a question that has caused speculation among real estate dealers in the city for some years - the location of the C.P.R. round house and sheds. The railway company will shortly commence the erection of round houses, sheds and repair shops for this district on the new site, which will, no doubt, involve the additional expenditure of several thousands of dollars and mean work for several hundred men next year. All work of this nature, and buying of property is done through the head office of the Company in Montreal, so that details of the construction are not known here.

Takes in several farms.

Since the C.P.R. discontinued using the old Broad street station it has been handicapped on account of the situation of its yards in relation to the Union Station. Each C.P.R. train that entered Central station from any direction was forced to proceed by way of the Interprovincial bridge to Hull and back over the Upper Chaudiere bridge to the Broad street yards. Most of the trains were made up in those yards and brought to Union Station.

The newly acquired property commences about half a mile beyond the city limits and takes in part of Bannermount and part of the village of Cyrville.

Hurdman's road runs through the property as does the present main line of the C.P.R. to Montreal. The property takes in several former farms and small holdings.

The farm of Mr. Bernard Slattery on Hurdman's road, consting of 48 1-2 acres, is the largest farm sold. Another large property is the 41 acre farm of Mr. John Ruenan. The rest of the property is made up of small parcels.

To end smoke nuisance.

The smoke nuisance from the Broad street yards, which had been a source of complaint lately on the part of city officials and residents in the vicinity, is understood to have been one of the primary causes for the C.P.R. removing their shops beyond the city limits. The fact that the yards are to be taken out of the city will mean a bug loss in taxes and the number of workmen who will in time move in the direction in which the shops are located will be large.

The big Broad street yards, it is understood, will not be used so extensively after the new plant is erected and yards ready.

As a result of the death of Mr. J.A.M. McQuaig, superintendent of the NYC Railroad for many years which occurred in Ottawa on November 20th, all employees of the road were called to attend a solemn funeral service at his late residence on Monday evening November 22nd at 7.30 o'clock. A special train left Ottawa the same evening conveying the men to their respective posts along the line to Tupper Lake. A man of sterling worth has passed away.

Such is the volume of freight traffic up the main line of the G.T.R at present phenomenal for this season that the motive department is very busy keeping engines in trim for service. Practically all engineers and firemen in the employ of the road are now in regular service.