

## Alexandria Sub.

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RG 12 vol. 1348 file 3564-6 Chateau Laurier tunnel  
RG 12 vol. 510 file 4606-64 Land at Rideau Canal  
RG 46M 934007 item 1484 CPR interlocking plant at St. Polycarpe Jct.  
RG 43 vol. 688 file 21930 Land at Besserer Street.  
RG 43 vol. 221 file 964 Draping of Ottawa Central station for funeral train 2 July 1927  
RG 43 vol. 365 file 6707.4 taxicab service at Ottawa  
RG 30 vol. 12620 file 520 Contract between Canada Atlantic and Pullman Palace Car Co.  
RG 30 vol. 12620 file 530 By-law No 4 of OA&PS and 23 of CAR.  
RG 43 vol. 385 file 7157 Joint facilities St. Polycarpe.  
RG 46 vol. 1509 file 4205.555 station at Carlsbad Springs.  
RG 46 vol. 1421 file 10464 Closure of Court, St. James and Wilbrod Streets.  
RG 46 vol. 1516 file 1593.2 Covering over tracks of CPR and Hull Electric Railway  
RG 46 vol. 1407 file 6915 Station at Vars.  
A Chronicle of Carlsbad Springs by James Collins self published by Kevin Collins  
(nephew of James Collins) ISBN 0-9733240-0-7

**RG 12 vol. 2494 file 3466.10**  
**PCRC minutes of meeting June 11 1898**

Application for committee to set the terms and conditions of use by M&O of the passenger station and tracks near Sappers Bridge. After 1 May 1916

An amended application by the O&NY - same subject - after 1 May 1916.

Essence was that M&O and O&NY wanted to pay the interest only on the OA&PS investment - not additional speculative amount.

Kingston, Smiths Falls & Ottawa Ry applied on Nov 6 1893 for right to use this land.

M&O we have our road practically completed and early in July wish to use this terminus. Cannot reach an agreement and suggest that an interim order be made.

O&NY agreed.

M&O cannot agree to paying \$1,500 per month but are willing to deposit that amount.

M&O and O&NY negotiating on the terms under which O&NY will use CPR track.

**Application by CPR to cancel and annul BRC order 10340 of 26 April 1910**  
**Petition to have Maniwaki trains use Central Station**

**This includes the verbatim report of the BRC Ottawa for 5<sup>th</sup> April 1910**  
O&GV/PPJ completed the Interprovincial Bridge and were granted a subsidy not exceeding \$6,400 per mile to enable the O&GV to build a line from their then terminal in Hull to the Interprovincial Bridge.

In May 1902 the Maniwaki trains were taken out of Central Station and put into the other station. The implication is that the through trains were put over the bridge at the same time.

Hull Electric had wanted to run over the streets of Ottawa to avoid people having to transfer to the OER in Hull and pay a second fare. They dropped this when the opportunity arose to run over the Interprovincial Bridge.

"The former road for ten years used the Union Station (i.e. Broad Street) before this bridge was built."

"For five months they used Central Station and were then switched back again into Union Station."

CPR - we have no facilities at Central Station to take care of our engine power or cars. All the facilities for cleaning and repairing cars are at Union Station.

What happens to the trains from Montreal on the Short Line at night?

(CPR) We take care of the engines. The cars are taken care of by the grand Trunk. The engine goes into a house near the Ottawa & New York. We have a small engine house there in which we can get one engine in. We have three stalls but we can get only one engine in on account of the larger power we are using now.

The Hull Electric makes connection with our outgoing train from the Ottawa Central Station. Also connection with the train coming in.

### **Evidence continues 19<sup>th</sup> April 1910**

Petition by users of the service to run from Central Station.

Refers to problem of loading passengers on the Main Line at Central Station.

### **Petition by CPR**

**PC 1911-2521** see data base

Notices of sittings etc.

### **22 Sep 1919 From CNR to Minister**

I understand GTR has recently mad an agreement with CPR on the use of the facilities at Ottawa and we would appreciate obtaining a copy.

### **16 September 1918 Agreement between Ottawa Terminals Railway, Grand Trunk Railway and Canadian Pacific Railway**

### **10 Feb 1939 BRC Order 57057**

### **Privy Council Railway Committee 28 May 1890 CAR application to construct a branch line through Nepean twp. and City of Ottawa to the Canal Basin.**

The attention of the Committee was drawn to an application by the Vaudreuil and Prescott, now the Montreal and Ottawa for the lease of certain government lands in the City of Ottawa embracing the greater portion of the Rideau Canal Reserve proposed to be taken for its branch as above by the CSR. M&O had plans showing the location of its line properly examined and certified.

Government Chief Engineer – These are two distinct companies who have submitted plans of location through Government property. If the railways are to pass through this Government land it should be given to all railways entering Ottawa to use under properly defined restrictions.

CAR – proposal is to build a line something less than one mile long. This would be close to the Rideau Canal and the Ottawa River near their point of intersection and the central part of the City. Their nearest station is at Elgin Street a considerable distance south. Not possible to give an instance where the centre of a city could be reached with less inconvenience. There would be no difficulty in reserving land for docks or other purposes by the Canal. There is plenty of room for the Vaudreuil and Prescott. Recommended power of expropriation be granted to CAR and the two tracks could be laid parallel with each other. CAR also alluded to the recently granted right to build another bridge across the Ottawa River and there was nothing in the CAR application which would interfere with the granting of the companies on the other side of the river what they require. CAR is not asking for exclusive privilege. Probably it would be in the interests of all Companies that there should be a union station in the neighbourhood of the canal.

City of Ottawa wanted a union depot and there should be no exclusive use.

Montreal and Ottawa pointed out that there was a difference between the CAR and the M&O proposals. The CAR was to be merely a branch while the M&O proposed to enter with their main line. The CAR exhausted their charter when they constructed their line to the City of Ottawa, erected a station at Elgin Street and placed their terminus at the Chaudiere. They cannot now be allowed to construct a branch without a new charter. M&O application had been examined by the Department and had already, in good faith, expropriated some land for station grounds.

The Committee ordered the matter to stand for judgement.

**Pilon Case**  
File 5754 Case 2358

**1907, October 17** Application

Alexander Pilon has established a large brick yard at a short distance from the northerly side of the GTR main line employing about 20 men. He needs rail connection for forwarding and delivering his products. Cannot agree with GTR.

**1907, November 15** Letter from GTR

Contrary to company policy to construct sidings between stations (Casselman and South Indian). During the summer season there are eight fast passenger trains (four in each direction) passing over the line as well as heavy movement of freight.

The CAR is a single track railway and the location of the proposed siding is on a high embankment and over a deep gully. This could cause a safety problem.

**1907, October 2** T.L. Simmons (Assistant Engineer) to C.A. Mountain (Chief Engineer)

On 31 July inspected the site of the proposed siding with Mr. Pilon. Pilon expected to produce about two carloads of bricks a day. The road between Casselman and the brickyard is not in good condition for hauling heavy loads.

At the place where it is proposed to construct the spur the ground is level and there are no natural difficulties in the way. If there were an application I would have no hesitation in recommending it for approval.

**1907, November 15** GTR to BRC

Pilon first made application in November 1906 and was advised of the GTR policy not to construct commercial sidings between stations. Roads are in bad condition is not a good argument for building the siding rather should apply to municipal authorities to improve the highways.

**1907, December 3** BRC held hearings in Ottawa (66 Queen Street)

**1907, December 7** C.A Mountain (Chief Engineer of the Board) to A.D. Cartwright (Secretary)

Siding would be east of what is known as Big Gully. There would be no danger in installing a siding if using a spring rail frog and split point switch. There is a large quantity of brick at that point and Pilon's evidence suggested that he intended to go into it extensively. The highway is of such state owing to the gullies between the brickyard and Casselman that it is impossible to haul bricks over it and that it could not be improved except at heavy expense.

**1908, December 19** Order 4262.

Application by Alexander Pilon for an order requiring GTR to construct a siding from the northerly side of the main line about three miles west of Casselman. To accommodate the brick manufacturing business of Pilon. GTR ordered to construct a spur about 340 feet long:

1. Applicant to convey to the GTR the land required;
2. Spring frog and split rail point be installed at the junction with the main line protected by a semaphore signal in each directions and interlocked with the switch;
3. Pilon to pay half yearly in advance interest at the rate of 6 per cent on the value of the rails, switches, frogs, fastenings, semaphores, derail, and all other iron and steel material of the GTR in the spur;
4. Before work commences Pilon to pay the cost of all other materials as well as labour to be expended in completing the spur ready for traffic.
5. The amount to be paid by Pilon shall be refunded by the GTR in an allowance of two dollars for every car shipped in and out upon which the earnings are not less than ten dollars.

6. Upon repayment by Grand Trunk of all of the payments made by Pilon the spur shall become the absolute property of the GTR.
7. Pilon shall bear the cost of all renewals, repairs and maintenance.
8. Pilon shall protect GTR from cattle and other animals escaping from premises adjoining the said spur.

Plan shows a siding parallel to the GTR main line 3.1 miles east from Casselman

**1919, December 27** Board note

Siding was abandoned by Pilon who wrote a letter 1919, 26 November saying that he no longer requires the siding and relinquishes all rights to the siding. He intended to return the agreement to the railway but this was possibly destroyed in a recent fire. The rails, switches, signals, frogs, spikes, fastenings and other materials are the property of the GTR.

**1919, December 30** Order 23195

GTR is authorized to remove the Pilon siding.

**File 5754 Case 3484**

**1908, June 10** from Pilon

Application by Alexander Pilon for an order fixing the sum to be charged by the CAR.

1. GTR constructed the spur and placed it at the disposal of the applicant on 18 May 1908
2. GTR charged Pilon additional \$3.00 per car for handling and switching the traffic.
3. Pilon has about 60 carloads ready for shipment and expects to ship about 140 loads this summer.
4. The GTR does not make any charge whatsoever to other persons for similar switching and handling of traffic at other places. Pilon feels that this is excessive and should be settled as a nominal sum.

**1908, June 18** Answer from CAR

Freight is charged from Casselman and the additional charge is to cover switching and handling the traffic to the siding which is three miles from Casselman.

**1908, June 23**

Application was heard in Ottawa.

**1908, October 9** Board note

Operation is inconvenient for the company and there is no other known stub siding on the system. Trains have been delayed by reason of making use of the main line while switching as well as the trouble and expense of protecting the portion of the train left on the main line. Felt the charge was reasonable and the application should fail.

**1908, October 9** Order 5390

Dismisses the application and fixes the charge of \$3.00.

**1912, November 12** Pilon applies for an order revoking 5390.

**1915, August 12** Order 20056  
Rescinds 5390.

**RG 46 vol. 1411 file 9650  
Fatality at Moose Creek**

19 Dec 1908. Train 73 was switching at Moose Creek. Brakeman James Marchant was run over. He walked in front of one car and caboose which were moving along slowly. Upon going to the angle cock, to open the air brakes, he must have stumbled and fell. He was run over and killed instantly.

**Interchange between GTR and CNOR in Ottawa  
CTA file 6713.97**

Junction with the Beachburg was at mile 249.75 from Todmorden. Junction with the Alexandria sub. was immediately east of the Rideau River at Riverside Junction. Rideau Junction was the junction with the Renfrew sub. immediately west of the Rideau River. Junction for Ottawa gas was just west of here in a four track yard.

The GTR plan showed three double ended interchange tracks, all of which would have crossed Russell Road. The final, CNOR, version showed a single connecting curved track with the interchange parallel to the Beachburg sub.

There was also a stub ended siding from the CP Sussex Street sub. east of the diamond with the Alexandria and on the east side. It ran back towards the Alexandria and stopped at the GTR right of way.

**Riverside Tower**

This was located to the west of the Rideau River and is shown on plan X-2-216-6 of 23 Jan 1934 and plan X-2-216-7 of 6 Jun 1941. It controlled

- both ends of the CNOR GTR interchange tracks including the crossover at the CNOR end (Hurdman sub), in the 1941 revision the double track was shortened and the switch at the Alexandria sub. end was included in the Hurdman interlocking;
- the switches to the double track and Ottawa Gas.

**RG 43 box 384 file 7134  
CNR and CPR properties in Ottawa**

This shows plans to increase the sidings in the Union Station area in the 1928 period. There are several plans including CNR plan 836 dated 6 Feb 1928 showing the trackage in detail from Union Station to Deep Cut.

Proposed sidings

Siding No	Length	Capacity	Notes
1	2040	21	Coaches
2	2325	23	"
3	2245	24	"
4	1990	20	"
5	1760	17	"
6	1555	15	"
7	1310	12	"
8	1080	9	"
9	2660		Freight yard lead
10	480	4	Coaches
11	570	5	"
12	710		Ontario Liquor Commission siding
13	670		Wheel pit siding
14	660		Switching track
15	300		Wheel pit siding
Total	20355	150	Coaches

Coaches figured as 80 feet long

**RG 43 vol. 384 file 7134 and 7136**

This is similar to 7133 - Waller Street many plans etc.

7136.2 has another copy of the above plan. (widening of Besserer Street)

**RG 43 vol. 384 file 7136.2A**

**Land for Postal Terminal Building**

A 1934 plan shows the proposed layout - Ottawa Union station - Hurdman subdivision.

**RG 46 vol. 1575 file 24356.1**

**Cleaning of cars in Ottawa**

**20 July 1917 From James Ogilvie, Mechanical Expert to George Spencer, Chief Operating Officer.**

Some days ago while taking the CP Brockville train from Central Depot the CP Coach Inspector complained bitterly about the very poor cleaning being done to their coaches. This has been the case since the transfer has been made to Central Depot and passengers have been complaining also, especially those using the Gatineau trains. Since the transfer has been made the number of coaches having to be cleaned has nearly doubled.

Considerable improvement will have to be made by the Grand Trunk Railway in their present plant before the winter sets in. If this is not done there will be trouble keeping cars from freezing up. Car storage needs rearranging and more boiler capacity is required

and a proper system of water mains laid for watering and cleaning purposes as well as piping for heating the cars.

**23 July 1917 from CPR to Spencer, Board**

CPR plans to materially increase the facilities. CPR has declined to pay any of our bills for cleaning their cars at Ottawa, pending conclusion of a general agreement.

**13 Oct 1917 from Asst Chief Commissioner to CPR and GTR**

Supply me with the information as to what additional facilities are required at Ottawa and desires work on same to be commenced by 1 May 1918.

**25 October 1917 from GTR**

Encloses a plan showing what is proposed to enlarge the present coach yard. Adding four tracks to the present yard and rearranging the throat at both ends and this will enable us to accommodate 183 coaches.

Contemplate the construction of a new power house, new steam lines etc.

Attaches GTR plan 6974. Proposed rearrangement of yard at Central Depot, Ottawa  
October 18 1917.

**7 November 1917 from Ogilvie**

Not impressed. The freight car storage tracks and freight running track run through passenger car storage tracks and the yard buildings where the car cleaners have to go to get all their cleaning equipment and necessary supplies for the cars. No provision made for car cleaners to go between the building and the passenger car tracks without being in danger if being run over by the freight engines passing up and down with freight cars.

There needs to be a regular open space planked and kept clear of freight cars at all times so that the car cleaners will not have to dodge in and out between the cars when going from the building to the passenger car tracks.

**5 December 1917 from GTR**

Had intended to provide the platform or sidewalk but it was not shown on the plan because it was a detail that would have to be worked out when the final arrangements were executed.

**7 December 1917 from CPR**

The placing of freight yard tracks for the working of Besserer Street delivery yard between the coach yard and the yard building will result in delay to movements between these points and introduces an element of danger for the men which might otherwise be avoided. However, studies indicate that this is probably the best layout that can be secured if these tracks are to be retained which the GTR feel is necessary.

Our engineers agree with the Board's suggestion that a midway be constructed across the tracks and kept clear of cars.

**30 January 1918 from Ogilvie**

The is alright as a temporary expedient. The proper place for passenger car storage tracks is east of the GT roundhouse on the vacant land between the GTR and CPR. It would be necessary to have it filled in up to the level of the present roadway and much of the earth necessary could be excavated from the land in Central Depot Yard.

**19 February 1918 Order 27002 is issued.****25 October 1918 from GTR**

The plan for the enlargement of the existing yard was abandoned and another plan prepared to build a new coach yard between the two main lines of the GTR and the CPR south of the GTR enginehouse. The new plan also changed the location of the two main tracks leaving them in their present positions, thus permitting the track alongside the canal bank to be removed as sufficient room is provided for the storing of coaches in the new yard.

The revised plan also necessitates the re-arrangement of the ladder tracks at the Central Station and the alteration of one panel of the Laurier Street Bridge.

Still awaiting funding.

Plan showing a new relocated coach yard 7554 - no sign of the M&O roundhouse.

**1 November 1918 from GTR to Board, George Mountain**

Attaches a plan showing the alterations to the Laurier Avenue Bridge. No changes are contemplated by either the new coach yard or the ladder tracks near the Laurier Bridge. Laurier Bridge is plan 6942.

**6 November 1918 from GTR to George Mountain**

The work outlined in red on the plan for a new coach yard would cost approx. \$398,000.

**RG 43 vol. 674 file 21501 Riverside****10 November 1922 from T.G.Brigham to MacKenzie King**

On Monday last, while looking over a gate situation on the line of the CNR and the CPR just outside the City at Hurdman's Bridge or more proper the Grey Nun's Convent I ran into a condition that proves consecutively the inability of the government to run these roads economically.

While t this point I talked to the section foreman who had 25 men working for him Usually a man to the mile is a big crowd for a section gang, but I was surprised to be informed that the ballast that they were putting on the road came from a place called Brighton 125 miles west of here, when there was any quantity of gravel or ballast in Hintonburg or immediate vicinity or they could have taken it out of the Rideau River within 100 yards of the track. It would have been a benefit to the Rideau River and an economy to the road to have done so.

It seems out of all reason hat with the price of coal and other commodities that ballast should be hauled this far. Convey this to the acting Minister of Railway and Canals.

**10 November 1922 from Private Secretary to Brigham**

Have transmitted a copy to Hon. George Graham during the absence of the Hon. W.C. Kennedy.

**20 November 1922 from CN Superintendent Kelly to Major Bell, Dept**

There is an item in the 1922 Betterment Program for the building of a passing track at Riverside, AFE-466 amount \$12,300.00. The material required for the building of this track was secured from Colbright Ballast Pit which is located just west of Brighton on the Orono sub. A steam shovel was placed in this pit to load gravel for the ballasting of track on the Rideau sub. between Forfar and Richmond and for the raising of bridges on the Maynooth sub. north of Trenton and it was deemed advisable to load the material from this Pit for the building of the track at Riverside, in preference to moving shovel and placing it in Alice Pit which is located at mileage 98 on the Pembroke sub., particularly in view of the small amount of material required.

A number of extra men were required for the building of the passing track at Riverside. These men were secured in Ottawa and placed with the regular forces, which was considered preferable to using an extra gang which was then working on the lifting of track and putting under ballast which had been distributed between Forfar and Richmond.

You will readily understand that had the grade for the new track at Riverside been made with clay, gravel would have been necessary for the laying of track and the additional cost per yard for a few miles does not signify after the Pit has been opened for operation, particularly when only a small amount of material is required.

A copy of this was sent to the Secretary to MacKenzie King.

**9 December 1922 from Brigham to MacKenzie King**

His argument is pretty lame. Had they wanted to make a good job of this I could have got him stone ballast or crushed stone which would not allow sand, grit or dust to get into the bearings of the cars and not injure the same. This could be places on cars in the City of Hull for the sum of \$1.55 per ton. I asked the freight office here for a rate on crushed stone from Brighton to Ottawa and they quoted me a rate of \$2.55 per ton for haulage only. They had this ballast right in their own yards plenty good enough for this job in what is known as Regan's Hill. They could have improved the yard facilities by removing the same.

As to the argument of moving the steam shovel the cost of moving one train load of gravel from Brighton to Ottawa at \$2.55 per ton would double the cost of moving the

steam shovel and if at any time the Department will give me the contract to do same I will be pleased to do it. This argument is absolutely childish.

**8 January 1923 From Hungerford, CN President to Cope Department**

We have looked into this situation. Our officers carried out the most economical arrangement. It was cheaper to haul the material from Colbright Pit while the steam shovel was operating there, than to move the outfit to Ottawa or buy material in Hull at \$1.55 per ton.

End of file.

**RG 46 vol. 1421 file 1  
Closure of Court, James and Wilbrod Streets**

**Plans - see data base.**

**22 May 1902 from Chrysler & Bethune, Barristers and solicitors**

Asks about the next meeting of the Committee.

The fire last year destroyed part of the facilities of the CAR for the delivery of coal at the west end and we are now laying down coal tracks across the streets in question which will be required immediately for the summer coal now coming in. Beside this purpose the receiving and delivery of bulk freight is intended to be mainly managed from the tracks involved in the present application. In addition to the freight cars of our own line we are providing facilities for both the Ottawa & Gatineau Valley and for the Ottawa & New York Railway and the public convenience is largely involved in an early permission to proceed with the construction of these lines in our yard.

Book of reference. - crossing of James Street.

**21 February 1901 petition from the CAR**

Company desirous of laying out additional sidings adjoining the line of the railway of the company crossing Wilbrod, Court (Albert) streets for the purpose of giving increased business.

Said lines when completed will be used as additional sidings in connection with the general business of the station and railway at the canal basin.

Draft lease of the canal lands concerned.

**22 March 1901 from City of Ottawa**

An action is now pending with respect to the crossing over Bridge Street. No consent to crossing Wilbrod and Court Streets. As the action with respect to Bridge Street will determine the questions at issue and the respective rights of the parties request that the application be delayed until after the trial in relation to Bridge Street.

Draft order 3 June 1901

**3 August 1901 final order - see data base.**

**RG 46 vol. 1421 files 180**

**3 June 1902 from ON&W to Colingwood Schreiber**

Applies to PCRC for approval of the place and mode of junction of its tracks with the CAR near Sappers Bridge.

As this connection will necessitate a change of position of three of the supporting pillars of the bridge permission must be obtained from the City. Application for an interim order authorizing a temporary connection with the CAR with a crossover switch to the platform, this connection being the same as that which has heretofore existed under the order of the PCRC of 13 April 1901.

**RG 30 vol. 217 and 218 Canada Atlantic Minute Books**

**Vol. 217**

**Minutes of meetings of the company.**

26 September 1899 - 26 September 1905 when control passed to the GTR - 29 July 1914

**Vol. 218**

**Minutes of Directors meetings**

26 September 1899

25 September 1905 To the President and Board of Directors

Gentlemen

The time approaches, when the absolute control of this Company, its properties and franchises, will pass under the management of an older corporation and become a substantive part of a Transcontinental Railway.

It was during the year 1881 I joined the late Honourable John Gregory Smith and the late Mr. William Goodhugh Perley to assist in their enterprise of completing a railway connection, which would give an outlet into the American markets, of the increasing supplies of lumber from the Ottawa district.

The history of this undertaking, commenced at a time not favourable for its consummation, is probably the history of all works of a similar character, and which had been first promoted by persons more interested in the promotion of the enterprise than in the possible benefits to be derived from the completed road. The labour imposed and the work done now represents a large portion of the life and energy of the person, who with the assistance of capable and patient officers, has carried the undertaking through to completion. Early in the progress of the works, I was deprived by death, of substantial aid from my two very able associates, and the heavy daily burthen of providing for, supervising and continuing the unfinished works, cannot well be measured or expressed after the event; but it can be fully understood and forever remembered only by the party who assumed and carried the whole responsibility.

The first of the several charters obtained incorporated the Coteau Province Line Railway and Bridge Company. It was passed in 1872, empowering the company to construct a

railway, from the shore of the River St. Lawrence, in the County of Beauharnois, to some point on the boundary line of the State of New York. Subsequently, in May 1879, the last named company amalgamated with the Montreal & City of Ottawa Junction Railway Company; and the amalgamated company, under its present name was empowered to construct and operate a railway from the City of Ottawa via the Town of Coteau on the shore of the St. Lawrence, thence by a bridge or ferry, across the river and by the most available route to some point on the boundary line of the State of New York or the State of Vermont. In looking back upon the inception of this enterprise it is apparent that, apart from the web of existing difficulties, incident to litigation with contractors, and the financial support for carrying on the works, no serious obstacles presented themselves other than obtaining Parliamentary authority and Government sanction for the construction of the bridge across the River St. Lawrence. It had long been the announced policy of the Government of Canada, that authority would not be granted for the construction of a low level bridge across the St. Lawrence; but on the contrary, it required that whatever bridge crossed the St. Lawrence, must be of a sufficient height to avoid all interference with the unobstructed navigation of the River St. Lawrence.

Notwithstanding all the opposition, a Low Level Bridge 1½ miles long, was finally sanctioned, constructed and opened for traffic before the line of railway was completed but not before the Company had learned by hard experience, of the delays, dangers and inherent difficulties incident to ferry transportation. Great as were the many difficulties overcome in the construction, erection, financing and completion of the Bridge, they were small in comparison with the delays and disappointments incident to obtaining the necessary authority as well from Parliament as from the Government of Canada. Until such large works are well under way, it is difficult to estimate or make allowances for the fickle and uncertain value of either public support or opposition. The local ardour, loudly expressed with crowning zeal to give assistance to the proposed enterprise is in time rapidly replaced by general apathy and indifference, so soon as the usual difficulties and active opposition are encountered. Even repudiation of building obligations, is hardly sufficient to inspire shame, or a sense of shock to the most ardent and zealous supporters. However, the work undertaken was vigorously prosecuted and finally completed. Then only, it became apparent, that connecting Ottawa, by a short and convenient line, with the American railway system merely indicated truly, the direction which this new railway should take and which made it possible to attain the shortest and most direct railway line between waters of Lake Huron and the Seaboard, either by Montreal, Boston or New York. This involved an entirely new undertaking and an expenditure of many millions, but the desire to proceed was strong and arrangements were at once made for its accomplishment. Legislative authority was first obtained from Ontario and subsequently embodied in legislation passed by the Parliament of Canada, authorizing the Company to locate, construct and operate a railway which would be, and has since become an extension from Ottawa to Depot Harbour on the Georgian Bay. No sooner was the new line surveyed and located than strong opposition was met from a competing company, which at once placed in the field a corps of Engineers who practically used our surveys and located a line of railway not only interfering with but actually covering the identical location which our Engineers had staked upon the ground. Such an intrusion necessitated

an appeal to the Courts, involving long and expensive litigation, which resulted, however, in our work progressing.

Before the line was opened for traffic, an Elevator, having a capacity of one million bushels was finished at Depot Harbour, and steam vessels of considerable capacity were chartered, permitting the first full train of freight to pass down this line from Depot Harbour on or about the 22<sup>nd</sup> day of April 1898. Since that date the railway has been in continuous operation, improving in equipment and increasing in traffic. Steel bridges and viaducts have been erected of a substantial character. Grades have been lowered, curves have been reduced and equipment obtained until the growing traffic has given additional and increasing encouragement to the Company. This enterprise so nearly completed, far beyond the first aims of its promoters will now become an important link in a Railway Company connecting the waters of the Pacific and Atlantic Ocean, and with a future for the Company, commensurate with the prosperity of Canada, I deem it fitting at this time to express to you my sincere thanks for, and my high appreciation of, the assistance care and attention my interests have received, and for the assistance, counsel and encouragement, which at all times has been given, as well by the Board of Directors of this Company, as by its officers and employees who have faithfully and assiduously performed the respective duties with which they have been entrusted.

I remain

Very sincerely

J.R. Booth

With the take over by the GTR the minute book contains more information - traffic details, expenses etc. The following are extracts.

Meeting 25 September 1906

Steel bridges between Coteau and Ottawa have been reconstructed in accordance with the specifications in use in the Main Line of the GTR.

The line between Coteau and Ottawa, for a distance of 39.82 miles has been relaid with new 80 lb. rail.

Elevator accommodation at Depot Harbour has been increased by the construction of a 500,000 bushel extension.

Meeting 23 October 1907

Extension to No. 2 freight shed at Ottawa \$2,420.38

New Roundhouse Madawaska \$41,508.75

New Roundhouse Depot Harbour \$38,879.64

New Coal chutes Madawaska \$7,712.64

The roundhouse and machine shops at Madawaska and Depot Harbour have been completed. The former roundhouse contains 13 engine stalls, with machine shop,

turntable, hoist, coal chutes etc. and the Depot Harbour roundhouse has 10 stalls, with modern machine shop, turntable etc.

The line between Coteau and Ottawa now has been entirely relaid with new 80 lb. rails thus placing this portion of the road in first class condition and permitting the use of the heaviest locomotives in service.

Meeting 19 October 1908

As a result of the expenditure in road bed and equipment which has been made, the line is now in far better condition than for some years past and it is hoped that when traffic conditions show an improvement, it will be possible to take advantage of them to a fuller extent than has hitherto been practicable.

Meeting 8 November 1909

New Ice House Ottawa \$2,698.95

New station, South Indian \$2,166.92

Lifting tracks Ottawa and Coteau \$1,771.49

Meeting 26 September 1910

Extension No. 2 freight shed Ottawa \$713.20

New station Vars \$666.66

New Station South Indian \$999.86

Lifting tracks Ottawa to Coteau \$2,454.52

Renewals pipes to tank Casselman \$1,011.45

New track scales Madawaska \$860.45

Renewal culverts Hawkesbury \$60.20

New station platform Moose Creek \$1,210.82

New crossing gates Ottawa \$305.77

New scales in freight shed Pembroke \$178.09

Renewal walk Rockland \$86.40

New station has been erected at Moose Creek. Improvements have been made at Main Street, Ottawa, Rockland, Casselman, Madawaska and new water tanks have been provided at Algonquin Park and Depot Harbour. On the 31<sup>st</sup> district new bridges have been erected over Holland Avenue and Preston Street, in Ottawa.

Renewal of the St. Lawrence River bridge is progressing favourably.

Meeting 24 October 1911

Lifting tracks Ottawa to Coteau \$3,435.88

New station and platform Moose Creek \$680.40

New crossing gates Ottawa \$70.37

Newcastle Pen (?) Hammond \$94.38 (new cattle pen?)

Renewal water service pipes Eganville \$1,751.44

New station Hawkesbury \$1,943.36

New section tool house St. Polycarpe \$120.65

New operators shelter Rideau Junction \$183.80  
New cinder platform Glen Sandfield \$34.09  
New section tool house Ottawa \$175.57  
New coal chutes Ottawa \$2,085.23

During the year the renewal of the railway bridge over the St. Lawrence River at Coteau, including the Soulanges Canal Swing Span have been completed also the renewal of the bridge across Holland Avenue and the Rideau Canal at Ottawa. A new station has been erected at Hawkesbury.

Meeting 23 September 1912  
New coal chutes Ottawa \$13,779.22  
Hawkesbury new cement station platform \$418.90  
Hawkesbury new freight shed and office \$1,424.25  
Ottawa new cinder pits \$1,053.52  
Ottawa new sand house \$465.28  
Maxville new station \$552.24  
Ottawa new motive power closet and drain \$181.57  
Coteau - sale of buildings

During the year new tops have been erected on bridges at Golden Lake, Graham Bay, Glasgow, Renfrew, Algonquin park. The bridge at Killaloe has been renewed and a new swing bridge put in at Rideau to replace the old one. 7.30 miles of track were relayed with 80 lb. steel between Whitney and Algonquin Park.

Meeting 5 November 1913  
An extension of 80 feet was made to the Ottawa Freight Shed.

This was the last meeting.

**RG 30 vol. 219**  
**CAR stock certificate book**

This shows the stock certificates issued as well as the blanks. Beautiful.

**RG 46 vol. 1389 file 4205.2017**  
**De Beaujeu station closure**

Traffic statistics 1958 - 1958  
Correspondence.  
Plan 8-2298 showing station, freight shed and platform to be retired,

**RG 46 vol. 1493 file 24623 Dalkeith station**

Two plans  
**8 July 1914 from GTR to Board**  
Encloses plans - as the new building is to be erected on practically the same location as the old one I presume the Board will not require us to submit location plans to the Municipality.

**13 July 1914 Order 22197 is issued**

**10 September 1959 from CNR**

Applies to close as an agency the station at Dalkeith. Includes traffic statistics.

**Report of Inspector**

**16 September 1959 99718 is issued**

Dismisses application.

**17 August 1960 further application by CNR**

**Report of Inspector**

**28 October 1960 order 102811 is issued**

**19 October 1964 CNR application to remove the caretaker and retire the building**

**15 December 1964 order 116266 is issued.**

**RG 46 vol. 1573 file 24622**

**Ste. Polycarpe**

**Plan and profile of proposed new station**

**Plan of location of proposed new station**

**8 July 1914 from GTR to Board**

Applies for approval. As the new building is to be erected on practically the same site as the old station, I presume the board will not require us to submit location plans to the Municipality.

**13 July 1914 order 22197 is issued.**

**5 May 1960 CNR applies to remove the agent.**

Statement of earnings for 1957-8-9. With the installation of CTC the services of an agent-operator for train operations are no longer required.

**10 June 1960 report from District Inspector A.A. Audette**

(six pages)

Held a meeting in the waiting room. No industries within the community. Gives shops. Station, platform, loading track with an 18 car capacity extends westward from a point about 500' east of and runs behind the station. Gives bus, telephone, telegraph, train services. Earnings.

Caretaker would be appointed in lieu of an agent. Passengers would have to purchase tickets on the train and freight business would be transacted at Coteau. Could not demonstrate that anyone would be seriously inconvenienced there was strong opposition. Feels the savings would not outweigh the inconvenience.

**30 June 1960 Board wrote to municipal authorities** indicating it was disposed to approve the application. No further submissions were received.

**11 August 1960 order 102008 is issued.**

**8 May 1962 from CNR to Board**

Our existing building at St. Polycarpe consists of a waiting room, office and living quarters currently occupied by the caretaker. It is our intention to replace the building with a shelter of frame construction 10' x 18' combination waiting room and baggage room. Shelter will be heated by an oil space heater and Hydro and Bell Telephone services will be provided. The caretaker will be retained. Attaches resolution from the municipality consenting.

**22 June 1962 from Board to CNR**

Received no objection. You may proceed to replace the present station building with a standard station shelter.

End of file.

**RG 46 vol. 1573 file 24619**

**Casselman**

**27 June 1914 to Casselman Town Clerk**

About two weeks ago a deputation waited upon the asst. Chief Commissioner and stated they wanted a new station at Casselman and bells on the two crossings. Ask you to put it in writing.

**6 July 1914 from Casselman, Clerk**

Progressive town, large amount of traffic, a good commodious and spacious station be erected on the east side of the track opposite the present building which would obviate the danger of crossing back and forth to station as the business is done mostly on the east side.

Also asks for alarm bells at Concession and Second Streets.

**28 July 1914 GTR to Board includes plan of station**

Enclose blue print plan of present station. While it is not very large it is of sufficient size to take care of all the business handled at the present time and when a new station is built there is no objection to locating it on the north side of the tracks.

At the present time we are constructing a number of stations on the Ottawa division which is expected to keep our forces busy until close to the end of the present year and on

account of the large number of stations to be constructed and the very heavy falling off in our receipts we cannot undertake to provide a new station at Casselman this year.

Crossings - no further protection is needed.

**6 August 1914 Report from Inspector Lalonde**

Freight and passenger traffic is sufficient to require adequate facilities which are not provided for at the present time.

GTR should be requested to prepare plans for the location of the station building and submit them to the Board on or before January 1915 and appropriation be made to provide for the construction of a new station on or before 1 June 1915.

**21 August 1914 from Board to GTR**

Attaches a copy of Lalonde's report and asks for submission why an order should not go embodying the recommendations.

**11 September 1915 from GTR to Board**

There are several stations on eastern lines which have been destroyed by fire, but the construction of which, owing to the present financial conditions, we have necessarily been compelled to hold over until conditions improve. While the station at Casselman might be considered by the residents as not meeting their requirements, it is of sufficient size to take care of all the business being offered and there are stations at other points that require renewing more than this station does.

**12 September 1937 from CNR**

Station and freight shed completely destroyed, 12.25 p.m. September 12. Defective electrical wiring. Agent Dutrisac noticed smoke coming from freight shed roof east end south side at 12.25 p.m. and immediately gave alarm. Fire fighting apparatus in operation 12.50 p.m. but impossible to save building. No damage to track. Ticket case and safe were saved. 15 pieces freight destroyed.

**26 September 1938 from CNR to Board**

Application for approval of plan showing proposed location and layout of new station at Casselman. (This is on the south side)

**30 September 1938 from Casselman**

No objection

**6 October 1938 Order 56503 is issued**

**21 June 1939 Ottawa Citizen**

Hon C.D. Howe, minister of transport, presided over the formal opening of the new Canadian National Railways passenger station and freight shed at Casselman this afternoon. More than 500 residents of the village and district gathered for the occasion.

The federal minister was accompanied by Alfred Goulet, MP for Russell and Elie O. Bertrand, MP for Prescott. CNR officials in attendance included J.A. Rogers, Ottawa superintendent; F.J. Stock, division freight agent; Robert Broderick, of the Cunard White Star Line and J.A. Dutrisac, station master at Casselman.

#### Station Blessed

The formal opening was preceded by a solemn blessing of the structures. Rt. Rev. Mgr. J.H. Touchette, parish priest of Casselman, officiated and was assisted by his curate Rev Father G. Charette.

A number of addresses were delivered from the station platform. The minister of transport was introduced by Alfred Goulet, who voiced the gratitude of Casselman residents to Mr. Howe for having accepted the invitation to preside over the opening of the new station. Mgr Touchette and Mayor J.V. Bourbonnais had words of hearty welcome for the visitors. Dr. F Ladouceur, chairman of the committee of citizens in charge of arrangements, was master of ceremonies.

#### Cuts Gold Ribbon

A gold ribbon extending across the main entrance of the station was cut by the minister of transport as he formally declared the building open. Mr. Howe said it was the first time he had the honour and privilege of presiding over the opening of a railway station. After reviewing the history of Canadian National Railways he outlined the functioning of the various services of the company. Mr. Bertrand also addressed the gathering.

The committee in charge of arrangements was composed of Dr. F. Ladouceur, J.O. Gour, Percy Lafleche, J.A. Huneault and D. Couture.

The passenger station is a frame building 60 feet by 20 feet and erected on concrete foundation, the roof being of asphalt tile. It contains waiting room conveniences, ticket and telegraph office for the agent.

The new freight shed is a frame building 41 feet by 24 feet with metal roof. In addition to freight handling and storage space it contains a room for egg candling.

The Casselman station was destroyed by fire in 1937 and only had temporary quarters until the erection of the new structures.

**NB a picture of this station in 1939 is on the NMST web site -**

**[http://webgallery.nmstc.ca/structures/index\\_choice.cfm?id=37&photoid=38750171](http://webgallery.nmstc.ca/structures/index_choice.cfm?id=37&photoid=38750171)**

#### **5 October 1959 from CNR**

We have station toilet facilities at Casselman, one for men and one for women. Water for these facilities, since the tank at Casselman was discontinued, is pumped from a well at the east end of the station. This well went dry this summer due to the hot dry season and in fact is only 12 feet deep. Other wells in the vicinity are 40 to 50 feet deep.

It is proposed to install a new well as quickly as possible and when this is done there should be no further difficulty.

End of file.

**RG 46 vol. 1518 file 24356.2  
Laurier Avenue Bridge**

**Plans 1918.** See data base.

**28 February 1918 from GTR to Board**

Enclose for approval plans showing changes that are to be made in the column supports of the Laurier Avenue Bridge.

Owing to the contemplated use by the CPR of our passenger terminal at Ottawa, greatly increasing the number of passenger cars to be handles thereat, it is necessary for us to increase our trackage capacity and layout ... To do this we shall have to construct some additional lead tracks underneath this bridge and to provide the required lateral clearance (the overhead now being standard) we shall have to shift the location of some column supports.

Refers to order 27002. Asks for an order.

**7 March 1918 order 27054 is issued.**

**19 March 1918 from Public Works** - no objection on condition that:

1. the traffic on the bridge be not interrupted
2. the cost of changes to be borne by the Company (GTR)
3. work to be subject to the approval of an engineer of this Department.

**5 April 1918 from GTR**

While traffic will not be stopped for any lengthy period it may be necessary to slow down for a few minutes while the reinforced plates for the main girders are being put in position.

**3 August 1928 from CNR to Board**

Attaches plan showing clearances under Laurier Avenue Bridge. All are standard with the exception of one pole belonging to the Ottawa Electric Light Company. Taking this up with the OELC.

**10 October 1928 from CNR to Board**

The pole has now been moved to provide required clearance.

**20 March 1929 from CNR to Board**

Applies for authority to reconstruct the bridge and for an order directing the OER, which operates its railway and cars upon and over the bridge to pay a proportion of the cost. Plans attached.

Quain and Wilson retained by OER

**17 May 1929 from CNR to OER with copy to Board**

The OER laid down their tracks and commenced operating over the bridge in 1924. This necessitated the breaking up of the then existing asphalt watertight road surface and repaving the roadway.

Since then the steelwork has become badly corroded due to water seeping through caused by the street pavement not being properly waterproofed when the streetcar tracks were laid, with the result that the steelwork is greatly weakened and will necessitate the reconstruction of the bridge. It is estimated the cost of this reconstruction will be \$61,000.00.

The total width of the bridge, including sidewalks, is 54' 2". The width of the roadway occupied by the OER is 17' and we submit that the OER should contribute one-third of the cost of reconstructing and maintaining the bridge.

**28 May 1929 from Quain & Wilson**

OER denies it has any obligation. If the bridge requires the proposed reconstruction it is the obligation of the City of Ottawa or the CNR or both.

**19 June 1929 GTR to Quain & Wilson copy to Board**

The work is being done for the safety of the traffic passing over the bridge, the accommodation of the OER and the highway traffic of the City of Ottawa.

Detailed technical description of the problems and the work to be done. Restates the problems have started since the OER started to run over the bridge and the roadway was rebuilt.

**27 September 1929 hearing to be held 29 October 1929 at Union Station.**

**Copy of the agreement of 17 May 1924 between Crown and OER allowing OER to lay tracks on the bridge.**

**Copy of agreement of 22 October 1895 between OA&PS and City of Ottawa -** permission to carry their line across Theodore Street by an underground subway to be constructed under the present Maria Street bridge and the roadway of Theodore Street adjoining the eastern side of the Rideau Canal.

**Copy of report of Privy Council Railway Committee meeting of 17 June 1885.**

Among other things the government to keep in repair the Maria Street bridge.

**31 October 1929 from OER to Board**

At the hearing counsel for CNR stated that the Laurier Avenue bridge at the present time is dangerously unsafe, although he did admit that the steel work had not yet been examined.

We are at a loss to know whether or not we should discontinue the operation of our cars on the bridge. If it is the intention of the Board to have their engineering staff look into the condition of the bridge perhaps we might be allowed to have the benefit of their advice in the matter. It would inconvenience not only our passengers but the public if we are obliged to discontinue using Laurier Ave. west of Nicholas for our service.

**6 November 1929 from Board to CNR and Quain and Wilson**

Board proposes to have an inspection by an Inspecting Company and that the expense should be divided between the CNR and OER. Provision would be made for the parties being represented by their engineers and the Board's Chief Engineer will exercise a supervisory power.

**8 November 1929 from Quain and Wilson**

OER would be pleased to attend an inspection. There would not be any reason for the company to assume any part of the cost unless it should finally be found that the Company's negligent operation or negligent construction has caused damage. The City of Ottawa is just as vitally interested as the OER. CPR should also be party.

**25 November 1929 from CNR**

Willing to share the cost of the inspection.

**27 November 1929 from Asst Chief Commissioner**

The Canadian Inspection and Testing Co made an inspection of the Somerset Street Bridge. The bill was \$30 per day plus expenses and the total was \$115. I assume \$30 per day would be the basis.

**28 November 1929 order 43886 is issued.**

**28 March 1930 Report of Inspection by Canadian Inspection and Testing Co.**

The underside of the structure has been greatly affected by the action of exhaust from locomotives - steam and acids have affected the cinder concrete. The heaviest exhaust of the locomotives was directly under this structure leaving a dense amount of smoke and steam to circulate between girder panels. No unusual vibration was noticeable from overhead traffic during busy hours when streetcars, trucks and automobiles were passing.

Sample of scale from the bridge is in the file.

**2 April 1930 from Engineering Department to secretary**

It appears from the report that the Ottawa Electric Railway is in no way responsible for the condition of the bridge as it did not disturb the waterproofing. The report states that "from examination made of concrete taken from a hole in roadway on deck of structure, in our opinion there has been no corrosion on the steelwork directly caused by water permeating through the bridge deck roadway, as the concrete laid by the Ottawa Electric Railway (when tracks were put down in 1924) also fine stone concrete originally laid on bridge roadway are both in good condition, with no sign of water having penetrated cinder concrete slab below"

**31 March 1930 Invoice from Canadian Inspection and Testing Company \$180.00**

Board replied that it would be paid when it was decided who would pay the bill.

**24 November 1930 from Canadian Inspection and Testing Company**

Account still outstanding.

Part 2 of the file

**15 January 1931 Application by CNR**

to reconstruct the bridge east of the Rideau Canal. Plan attached.

Remove entire street paving and concrete floor between bent No. 1 and face of abutment at East end of the bridge.

Span No. 1

New bottom cover plates and entire new lateral bracing also general repairs.

Spans 2,3,and 4

Remove spans complete and replace with three new spans.

Span No. 5

New bottom cover plates and entire new lateral bracing, also general repairs.

New reinforced concrete floor to be poured in place and street to be repaved in kind.

The spans were located over the rail yards, not the canal, and were numbered from west to east.

**5 March 1931 from CNR**

Estimated cost \$55,000.

Correspondence with Quain and Wilson about making documents available. The Board was prepared to make available any documents the barristers could name but they couldn't specify them so they were not available.

**31 March 1931 from CNR**

Bridge was provided pursuant to an agreement between OA&PS and the City of Ottawa on 22 October 1895. Laurier Avenue was formerly Maria Street or Theodore Street. Existing bridge was constructed in 1900-01 by DPW. OER entered this portion of the bridge east of the Rideau Canal and constructed their tracks on same and have operated their street railway over the same since 15 September 1924 without permission or payment and without getting an order of the Board.

**24 June 1931 order 46900 is issued**

**20 August 1931 from CNR**

The OER are going to put every obstacle in our way in repairing this bridge. Attaches correspondence in which Engineer asked OER for details of track spacing and rail

weights - OER refused to give this on the grounds that any bridge rebuilt would be strong enough to carry street cars and this information might harm their case.

**19 October 1931 response from Quain and Wilson**

The bridge will have to be sufficient to comply with the requirements of modern traffic such as mixers, road rollers and that a bridge of this type will be more than sufficient to bear any stress that our client's cars can put upon it.

We cannot help feeling that the sole result of our giving the required information would be to enable the applicant to say that they were obliged to spend a lot of money to make the bridge strong enough to carry out street cars.

**26 February 1932 from CNR**

Requests the Board use its powers to direct the OER to provide the information requested.

**3 March 1932 from Quain and Wilson**

Information such as weight of car, axle loadings is wholly unnecessary.  
(The OER was prepared to furnish the information but not their solicitors)

**5 March 1932** Strong letter from Board to Quain and Wilson

**7 March 1932 from Quain and Wilson**

We have provided the railway with the information.

**31 March 1932 memorandum**

On account of lack of funds CNR has abandoned its intention of making permanent repairs at a cost of about \$50,000 but proposes to make temporary repairs at a cost of \$6,000 or \$7,000. This lessens the overhead clearance to about 20.5 feet. No regular freight trains pass under the bridge but there is some shunting of cars to the team and freight tracks. Movements under the bridge are slow and men do not ride the tops of cars very much. Tell tales will have to be put up to warn them when approaching the bridge.

**6 April 1932 order 48398 is issued**

**14 September 1932 from CNR**

Encloses a copy of a letter dated 14 September from Quain and Wilson stating that their client has ceased to operate over the Laurier Avenue bridge and has removed its tracks from that part that was in question.

After they had taken up the tracks they filled in the space with sand over which they laid stone blocks. This will only permit the structure leaking and eventually being destroyed by water coming on contact with the steel. The only proper way to have the work done, provided the tracks are removed for good would be to take up the surface of the road and

apply a heavy membrane water covering with European rock asphalt on which they could lay the stone blocks.

**27 October 1932 from Quain and Wilson**

The OER intend to replace the present stone blocks with good asphalt paving.

**31 October 1932 from CNR**

After they tore up the rails they just filled the opening with sand on which they placed paving blocks. No waterproofing was placed to protect the steel on the structure.

In order to properly waterproof the structure they should first clean off everything down to the existing concrete deck, on which they should then place at least a 4-ply membrane of first class waterproofing material, each layer thoroughly mopped before the succeeding layer is placed. On this they should then place a European rock asphalt protection at least two inches thick. When this has been done they could then set their granite blocks or tarvia mixture. This waterproofing should extend to a considerable distance either side of the portion of the roadway that was formerly occupied by their tracks, as otherwise it will seep underneath and leak.

**17 November 1832 from CNR to Board**

Maintains that the waterproofing quality of the bridge has been destroyed by the action of the OER in tearing up their steel rails and not taking any steps to make their structure water proof.

Hold them liable for damages.

**21 November 1932 from Quain and Wilson**

Maintains that the bridge was properly waterproofed.

**3 October 1933 from CNR to Board**

The three tracks over which less than statutory vertical clearances exist are used exclusively by passenger equipment. Trainmen are not required to ride on top of passenger equipment and moreover the Ottawa Terminals working timetable specifically directs that "men must not ride on tops of cars passing under Laurier Avenue bridge"

Asks for relief from erecting and maintaining tell-tales on the three tracks where vertical clearance is less than statutory.

**5 October 1933 order 50394 is issued**

**30 November 1933 from CNR**

In my letter of 3 October I stated that these three tracks are used exclusively by passenger equipment. I am now informed that this is not the case as the coal delivered to the Power House is handled over the most easterly of these three tracks, in addition to a scrap car to load up debris from the back of the power house and vicinity. The movements on this

track average one freight car per day in each direction and there is no occasion for employees to ride on the tops of the cars while making the movement to and from the power house and we will undertake to keep employees off the tops of freight cars while operating past the restricted clearances.

In view of the fact that the order 50394 recites that these tracks are used exclusively by passenger equipment I would be glad if the order could be amended to provide for the operation of the freight trains as well as the passenger equipment.

**30 December 1933 order 50672 is issued.**

Part 3 of file

**30 September 1942 application by CNR to reconstruct Laurier Avenue bridge** in accordance with plan C-11008 - copy on file.

The steel in the structure is now so badly corroded by gases from locomotives that complete renewal is necessary. Under existing conditions the only practicable type of replacement is reinforced concrete. We are anxious to undertake this work before the severe winter weather sets in.

Much correspondence - City of Ottawa needs to know start and termination dates and whether traffic will be disrupted etc.

**6 November 1942 from CNR**

Work will not be started until weather conditions permit next spring.

In carrying out the work it will be necessary to close the bridge completely and because of the limited clearances it will not be possible to construct a temporary bridge for either pedestrian or vehicular traffic. Period of closure 2½ to 3 months.

Much correspondence from CN asking for approval etc. Also asking City for comments.

**7 December 1942** Traffic Record of Traffic on Laurier Avenue Bridge.

**3 February 1943 from City**

Plans for reconstruction appear generally satisfactory. Suggests two minor changes re. Curbs etc. The traffic count shows that the bridge is used extensively and the company should construct a temporary sidewalk for the use of pedestrians during the period of reconstruction.

Blueprint of raised curbs attached.

**18 March 1943 from CNR**

Agrees to suitable curbs, openings for public utilities and temporary frame overhead footbridge.

Correspondence with Bell Canada regarding routing of telephone cables during the reconstruction.

**26 April 1943 from CNR revised application with revised plans.**

Believe we have satisfied all parties.

Fire alarm ducts, hydro ducts (Ottawa Light Heat and Power) etc.

**2 June 1943 order 63630 is issued.**

**15 June 1943 from CNR**

During the reconstruction of the above the erection of falsework will entail temporary vertical and side restricted clearances on our track. Asks for approval of C-11135 of 29 March 1943.

**19 June 1943 order 63686 is issued.**

**4 February 1944 order 64461 is issued**

End of file.

**RG 12 vols 1791 and 1792 file 3268-48**

**CAR subsidy**

**Volume 1**

Plan of the CAR station ground in Ottawa. Shows the main line crossing the Rideau Canal, Passenger and freight stations, two track car shed and five track roundhouse with turntable.

**28 October 1882** Plan and book of reference showing change in location from Division to Preston Street.

Book of Reference for that portion of the CAR passing through Rochesterville and Bayswater.

Plans for Coteau area.

Book of reference for area east of Coteau

Profile of CAR of the change of location from previous line filed January 9 1882 from the Richmond Road to the intersection with the previous line at Lloyd Street.

**Volume 2**

**4 September 1885** from CAR Fleck to Bradley at Department.

At the request of D.L. Linsley, contractor of this road I hand you plans, profiles and books of reference for the change of location from Richmond Street to the Ottawa River.

**12 August 1885** from CAR Fleck to Bradley Department

Asks to enter into a contract for a subsidy. Said railway with the exception of a portion towards the terminus at Chaudiere Falls has been so far constructed. The maximum gradient with the exception of that portion from Elgin Street Depot to Chaudiere Falls being 30 feet per mile eastward and 40 feet per mile westward with curvature not

exceeding 2 degrees with the exception of one curve at Clark Island. The maximum grade between Elgin Street and Chaudiere Falls being 40 feet per mile with maximum curvature of 9 degrees.

**9 June 1885 Petition from 11 MP's including Bergin, Alonzo Wright**

Support application for subsidy. The government claim that the railway is already built and therefore not entitled to subsidy cannot be seriously entertained because:

1. CAR is in effect, not completed, some of the most costly parts not yet been built and rolling stock is inadequate.
2. The company in good faith advanced enormous sums having been convinced that it would be put on an equal footing with other lines already subsidized.
3. Counties through which the railway passes have never received any government assistance for the building up of any railway undertaking.

**9 June 1885 Renewed demand for subsidy**

At great length.

Very expensive work necessary to complete the line at the Chaudiere and for the approach to the lumber yard and mills. The finishing of the road bed and drainage through a long distance in the swamp between Casselman and Roxboro, which must be done at heavy expense in order to overcome the difficulties caused by the flowage of water as demonstrated during the spring just passed and previously.

**28 February 1885 from Booth and Perley for CAR to Minister**

Explains in detail the basis for the subsidy application of 15 January 1885.

**15 January 1885 from Booth and Perley for CAR to Minister**

Applies for subsidy.

Profile of CAR main line through St. Polycarpe and St. Zotique from sta. 51+22 on the main line to the River St. Lawrence.

28 June 1883 Book of Reference for CAR passing through parishes of St. Jean de Chrysostome, Ste Malachi and Ste. Martine.

12 May 1883 Book of Reference for CAR passing through parishes of St. Etienne. St. Louis de Gouzaque, St. Timothy & Ste. Cecile.

Profiles for east of Coteau.

1885 correspondence about the construction of a station at Moose Creek.

Dr. Bergin MP asked that no subsidy be paid until a station had been built. Perley's reply was that if Bergin wanted a station there he should build it himself.

Extract from the "Freeholder" of Cornwall. Oct 2 1885

Moose Creek - Mr. Hibbard, general agent of the CAR was here last week to purchase another supply of gravel. We are informed that Mr. Valley has sold the company seven acres. Several parties interviewed Mr. Hibbard in regard to the report raised by Dr. Bergin that we were to have a station before the Company would receive a cent of the \$96,000 and were given to understand that they had already received part of the money. He says further that if Dr. Bergin promised a station let him build it. Now if Dr. Bergin is the man he should be he will attend to this matter as he has been the sole cause, in our opinion, of this place being without a station today. The proceedings already taken by our citizens were all destroyed by the doctors report and steps are about to be taken to renew the negotiations with the company. If we are put to so much trouble because Dr. Bergin wanted the credit for getting the station we had better give him a true copy of the agreement very soon or never show himself again in this section seeking favours. It is likely something more than this will appear in regard to the matter as Messrs. Perley and Booth, we are told, say the doctor's report is not correct in their knowledge.

### Volume 3

Material relating to contract for Valleyfield to East Alburg 18 September 1885. I have not made specific comments on this or anything east of Coteau.

#### **26 September 1885 from Fleck, Secretary CAR to Dept**

Hands plans and profiles of the Chaudiere Extension from Elgin Street to the bank of the Ottawa River, Chaudiere Falls.

#### **6 October 1885 from ?? Stewart, President CAR to Department**

Refers to subsidy Valleyfield to Lacolle, also Elgin Street to Chaudiere Slides equal to three miles at \$3,200 per mile - \$9,600.

Shows that changes have been made in the order in council which are detrimental to the interests of the CAR and asks that it be annulled and a new one substituted in accordance with the act.

Profile from Broad Street to Chaudiere Falls

#### **12 January 1886 from Fleck to department**

The railway east of Valleyfield and also a portion east of "Johnson's" is ready - please inspect.

#### **25 January 1886 from Collingwood Schreiber**

Mr. Ridout inspected from Valleyfield to 1 ½ miles west of Johnsons and from Lacolle to eastern terminus - substantially built. Order in council for payment. Cheque received 12 February 1886.

#### **4 May 1885 from J.R. Booth to Minister**

Asks for further subsidy including

Coteau to Elgin Street, heretofore unsubsidized 79 2/10 miles at \$3,200 per mile - \$253,440

Elgin Street to Chaudiere Falls \$9,600.

There is attached a printed petition which includes a detailed statement for the completion of from Clark's Island to Province Line (\$554,000) and Coteau Landing to Ottawa as follows:

	\$
Docks at Coteau Landing	82,000
Station	4,000
Engine house at Coteau	8,000
Station at Coteau (proportion)	5,000
Station at St. Justine	4,000
Additional sidings at Glen Robertson and Ste. Polycarpe	2,500
Additional tank at Alexandria	2,000
Widening Buffalo Hill cut	2,000
Additional siding at Greenfield	2,000
Tank west of Maxville	2,500
Station at Roxboro	4,000
Station at Bear Brook	4,000
Additions to station and freight shed at Ottawa	20,000
Raising 30 miles embankment	50,000
Ballasting	50,000
Completing line to Chaudiere Falls	125,000
Repair shops and tools	150,000
<b>Total</b>	<b>519,000</b>
For equipment:	
10 locomotives	100,000
300 boxcars	165,000
200 flatcars	80,000
6 first class passenger coaches	21,000
4 second class passenger coaches	10,000
4 baggage and smoking cars	10,000
4 mail end express cars	10,000
<b>Total</b>	<b>396,000</b>

### **3 May 1886**

Petition from mill owners. Have suffered by the non completion of the CAR - access to American markets. Asks that CAR be given subsidy of \$3,200 per mile.

Signed by

Bronson & Weston

G.A. Grier & Co

Lord, Hurdman & Co.

Lord & Hurdman

Hiram Robinson

Gilmour & Co.  
R&W Conroy  
Robt Mason  
W.R. Thistle & Co  
Francis Carswell & Co.  
Robt. H. Klock  
W. McClymont & Co.  
J. MacLaren & Co.  
E.B. Eddy  
Thos McKay & Co.  
Perley & Pattee

**20 May 1886 from Booth and Perley**

Asks for supplementary grant.

Further requests

**14 June 1886 from Fleck CAR**

Clarks Island to Valleyfield and a point 1 ½ miles west of Johnsons to Lacolle ready for inspection

**1 July 1886 order in council 1335 and contract** for Valley field section

**21 July 1886 from Collingwood Schreiber**

Ridout inspected the CAR from Ferry at Clark's Island to the crossing of the Stone Road at Valleyfield (1.986 miles) and from a point 1 ½ miles west of Johnsons to the intersectin with the GTR at Lacolle (12.84 miles) - well and substantially built.

CAR public timetable - no date but presumably summer 1886.

**6 September 1886 from CAR Fleck to department**

Plans profiles and books of reference shewing proposed connection at the Chaudiere of our line with the St. Lawrence & Ottawa.

**16 July 1886 from CAR to Department**

Withdraw plans and profiles of Chaudiere extension as we are desirous of changing the route.

**19 July 1886 from CAR to Department**

Forwarding for approval plans etc. for that portion of our line between Broad and Bridge Streets.

**18 March 1888 List of CAR shareholders**

**17 November 1888 privy council order 2482 is passed.**

**22 September 1888 order in council 2049 approves CAR Rule book - copy on file.**  
There is another copy on GTR file RG 30 vol. 12621 file 534.

**7 May 1889 order in council 1196 is passed.**

**4 December 1888 from CAR Fleck to department**

The portion between the Rideau Canal and the Chaudiere is ready for inspection.

**7 May 1889 order in council 1053 is passed.**

**Correspondence regarding St. Lawrence Bridge.**

Volume 4

**13 November 1891 order in council 1939 is passed** approving agreement between CAR and Central Counties Rly to lease from Hawkesbury to Glen Robertson and Rockland to South Indian.

**1892 Bill for the incorporation of the Carp, Almonte and Lanark Railway.**

This would have left the OA&PS and run to the Kingston and Pembroke north of Sharbot Lake.

**17 May 1895 from Shaughnessy CPR to Haggart, Minister**

Dominion government is taking steps to furnish the CAR with station facilities near Maria Street Bridge, a portion of the Sparks estate fronting on the canal is being purchased. Wants to know whether it is the intention of government to provide the station facilities in question for the exclusive use of the CAR or to maintain them as government property for the use of all railways entering the city. If not for the exclusive use of the CAR it would seem proper that other railways should be given some information about the project so as to be able to communicate their views about yard arrangements and means of access thereto.

**Esquimalt & Nanaimo Railway(!)**

**Richelieu Bridge**

**14 August 1896 order in council 2879** approves by law fixing the number of directors for the CAR at 7.

**29 November 1897 from Collingwood Schreiber**

Mr. E.V. Johnson inspected the CAR extending from Lacolle to the US Boundary and reports the line is perfectly good and safe - recommends authority be given for the opening to public traffic.

**24 January 1898 Plan of proposed elevator and docks at Coteau Landing**

**30 June 1898 CAR map of comparative mileages CAR, M&O and O&NY**

**17 March 1899 Canada Atlantic Railway Rule Book**

**17 March 1899 order in council 2158 is passed approving by laws**

Copy of the by law is on GTR file RG 30 vol 12621 file 535

**Volume 5**

**Condition of the CAR swing bridge at Depot Harbor, Rose Point**

**Additional land required by OA&PS at Depot Harbor.**

**Leave to take additional land at Valleyfield (Beauharnois)**

**CAR plan showing approach to City of Ottawa (1882)**

**25 May 1900 from CAR to Department**

Revised plan and profile of a portion of CAR from Britannia Terrace to Chaudiere Falls. Please examine and approve.

Returned on 4 June

**13 December 1900 from CAR**

Plan, profile and Book of reference, section of CAR through a portion of lot C conc. C Nepean twp. Returned on 28 Dec - already approved.

Some question as to whether Schreiber or the Minister should approve.

**Plan shewing land to be leased from the CAR for Government car shed.** Two road shed on the north side of the CAR main line between Bank and O'Connor Streets and south of Catharine Street. CAR Station ground Stewarton.

**17 June 1902 from Chamberlin, General Manager, CAR to Collingwood Schreiber**

In January 1884 this Company leased to your Government a parcel of land in Stewarton for the purpose of erecting a car shed, said lease to run for 10 years. It has long since expired, and while your car shed still stands on the property, it has not been used for some years, and we desire to get the land for other purposes.

Will you kindly advise me if your Government will remove the building, or whether we shall do so, or what your wishes are in the matter?

**19 June 1902 from Secretary L.K. Jones.**

In reply, I am directed to say that it is understood that the Canada Atlantic Railway Company have been using the building referred to for some years, and the Department trusts that they found it serviceable. The land and buildings are no longer required by the Government, and you may dispose of the same as you deem best.

**5 August 1904 from Cartwright, Secretary of BRC to Collingwood Schreiber**

Correspondence re Elgin Street subway - you had inspected the works in company with the City Engineer and Mr. Mountain and found them to have been completed in a workmanlike manner and in accordance with the order of the Railway Committee order of 22 November 1902. Please send any papers so that the Board may issue an order if necessary.

There is a good summary of the statutory history of the lines into Ottawa including opening dates etc.

**RG 12 vol. 1348 file 3564-6**

**Chateau Laurier tunnel**

**11 October 1928 from John S. Archibald, Architect to Graham Bell DM of Railways**

Service entrance for Chateau Laurier. Come to the conclusion that the real solution would be to tunnel under the street from Sussex with a loop tunnel connecting direct from the service entrance. We can do this by taking advantage of the level of the ground at the south side of the National Revenue building. Attaches a plan - this would have tunneled under Mackenzie Avenue.

**8 November 1928 from DM Public Works**

No objection but a number of conditions.

Cost - \$70,000 to \$75,000

Newspaper clippings

Much correspondence and plans - no railway interest.

**RG 12 vol. 510 file 4606-64**

**Land at Rideau Canal**

Plan of proposed Canada Atlantic Ry. extension through Ordinance Property and Canal Reserve. This shows a proposed station at Theodore/Maria Street and a direct connection from the Montreal direction, no direct connection from the Chaudiere direction.

**17 December 1889 from CAR Fleck to Railways and Canals**

Applies for a lease or sale of land as shown on the plan (above). The Canal Basin is a mile nearer the centre of town than our present depot. We are also desirous of relieving, as much as possible, the traffic at our Elgin Street depot, our present location there compelling us to do shunting across streets which is not only expensive to the company but annoying to the public.

Another great advantage viz. On the whole of the route there would not be a level crossing.

**18 December 1889 from Bergin**

Applies on behalf of the Ontario and Pacific for a grant of all the ??? parcel of land on the east side of the Rideau Canal, the object being to obtain an entrance into the City of Ottawa for the Company's proposed railway and passenger station at a ? Rideau Street to the ? convenience and accommodation of the travelling public.

**21 December 1889 from Fred Wise, Superintendent Rideau Canal**

No objection from navigation point of view. Makes detailed recommendations about grading levelling etc.

**15 December 1892 from Fleck, OA&PS**

Attaches copy of agreement with City of Ottawa.

**12 December 1892 from Fleck to Department**

Applies for a portion of the Canal reserve as shown on OA&PS plan, attached, showing approach to proposed Central Depot occupying canal reserve on east side of the Rideau Canal. This shows a line crossing the Canal Basin to a station abutting on Rideau Street.

**15 April 1895 from Booth to Minister**

applies for the Canal Reserve. Grant from the city expires this year and we wish to do the work this summer if at all. Plan attached shows land required along the Canal Reserve to Rideau Street.

**10 May 1895 PC 1895 1350 is passed**

Three plans attached.

**17 May 1895 from Justice to Department**

Encloses draft lease with OA&PS.

**28 May 1895 from Greene & Greene Barristers**

Send draft lease with proposed alterations.

It was hoped to erect a station upon lands the company would obtain from the government at or near the Canal Basin but which lands it is at present impossible for the company to obtain and the present intention is therefore to purchase lands north of Theodore Street and east of the Ordnance Lands and thereon to build a station, the approach to which would be along the Ordnance Lands south of Theodore Street.

**21 June 1895 from OA&PS J.R. Booth to Minister**

With their present facilities the OA&PS cannot give the accommodation necessary for handling the ever increasing traffic to and from the boats on the Rideau Canal. This traffic interchange between the Canal boats and the railway is rapidly increasing, as an instance they handled last year in lumber, seven million feet, therefore to enable them to obtain even better facilities to handle the lumber and other business I would respectfully ask that you may be pleased to grant a lease of that portion of the Rideau Canal Reserve lying north of Theodore Street up to the Canal Basin as shown in accompanying plan.

As the season is well advanced and considerable work will have to be done, you may be pleased to give this matter your earliest possible attention.

**13 July 1895 order in council 1823 is passed.** (this covers the original land covered under the order of 10 May 1895)

**13 July 1895 order in Council 2167 is passed** (this refers to the land between Theodore Street and the Canal Basin.

**8 August 1895 order in Council 2445 is passed** this sets the annual rental of \$400 per annum instead of \$750.

**20 August 1895 from Booth to minister**

Plan of a portion of the Canal Reserve showing proposed lease of land between Canal Basin and Sappers Bridge.

Coloured drawing of the proposed station.

In order to carry out in its entirety the scheme of the Central Depot and to build it on the point first intended, viz. close to Dufferin Bridge I beg to make application to lease the Canal Reserve between the portion last leased and Dufferin Bridge including the east basin which we propose to fill up.

Necessary to carry out this work as soon as possible.

Plan showing proposed addition to the west basin in lieu of east basin showing tracks over east basin in connection with Central Depot, Ottawa.

Also plan showing land claimed by Dominion Government for canal purposes and the encroachments thereon - no railways shown.

**18 October 1895 from OA&PS**

Estimate of costs

Militia Store bought by the government	\$8,000.00
Cost of removing same	\$500.00

Excavating rock and earth, removing same and cribwork in the additional basin accommodation to be provided on the west side	25/500.00
-----------------------------------------------------------------------------------------------------------------------------	-----------

Filling in old basin and cribwork	\$14,000.00
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Compensation for unexpired leases	\$5,000.00
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**7 January 1896 order in council 74 is passed.**

**10 January 1896 order in council 104 is passed.**

**13 January 1896 order in council 110 is passed.**

Correspondence regarding the lease.

**27 February 1896 order in council 753 is passed.**

Copy of lease.

Payment of rent

**3 May 1897** CPR asks for copy of lease

**15 May 1897** D'Arcy Scott asks for copy of the lease.

**8 October 1897 from D'Arcy Scott** on behalf of O&NY

On Sept 11 1897 I wrote stating that I would move at the next meeting of the Railway Committee for permission for the railway to bring in their trains over the tracks of the CAR to certain terminal property described and requested that no obstruction be allowed to be placed on these tracks until the Railway Committee had heard our application. Since I wrote you the OA&PS are constructing a freight shed upon the piles in the middle of what was formerly the Canal Basin directly in front of the property purchased by the O&NY which freight shed will be an obstruction to the entrance to the property of the O&NY and will prevent their access to the said property from the main line tracks.

I presume the OA&PS have obtained the necessary consent in writing from the Minister for the erection of the freight shed.

As the O&NY are permitted merely to build piers for the purpose of crossing the Canal Basin would you kindly let me know by what authority they are now building a freight shed in open contravention to the provisions of this section?

Kindly inform me of the date of the approval of the plan for such work by the Minister of Railways.

All buildings to be erected upon the said premises are to be approved by the Minister. Let me know if the building which the OA&PA are erecting has been approved by the Minister and at what date.

The lease states the lessee will not erect any building within a distance of 16 feet from the water's edge. As the building now being erected is over the water and not on the land and 16 feet from the water's edge I would be obliged if you would let me know if some subsequent arrangements have been entered into of this condition.

**29 October 1897** petition from O&NY

Asks that OA&PS be compelled to cease construction of the freight shed and remove the portion already constructed.

On 12 instant Jones replied to Scott

I have to inform you that no communication has been made by the OA&PS for permission to erect any buildings on the Rideau Canal basin in this city.

Before the construction of the freight shed the OA&PS purchased certain property in Ottawa on the south east corner of Besserer and Little Sussex Streets which they intended to use for freight terminals. The freight shed now being constructed by the OA&PS is directly in front of the property purchased by the O&NY and completely bars the entrance they otherwise would have to the said property from the railway tracks entering the city along the canal reserve thus rendering the property useless for the purpose for which it was purchased.

Attached to this is a plan showing the location of the offending freight shed.

**11 November 1897 from Greene & Greene solicitors for OA&PS**

Specify the clauses that have been contravened. So far as the company are concerned they have not contravened any provision of the lease.

**17 June 1898 from D'Arcy Scott for O&NY**

Two applications before the committee. One is for the use of the Central Station and the other is for trackage over the tracks or over the grounds leased to the OA&PS from the head of Deep Cut to a point north of Maria Street for access to the proposed freight terminals of the O&NY.

In view of previous correspondence I beg leave to continue the protest against the erection of the buildings or other operations of the OA&PS contrary to the terms of their lease until the pending applications have been heard and determined and no approval or acquiescence in the works lately done by the OA&PS be given until the matter of the use of Central Station and approaches thereto by the O&NY has been disposed of.

**27 October 1897 from D'Arcy Scott to Department**

OA&PS have commenced the construction of a coal shed and elevated track thereto upon crown property near the head of Deep Cut. The construction of these buildings has commenced since 27<sup>th</sup> September last when the PCRC issued an order granting O&NY permission to lay track from a junction with the M&O into certain terminal freight properties just east of the canal basin.

The buildings they erected are directly on the line indicated by the Railway Committee order where the O&NY are empowered to put their track. It is quite apparent that the erection of these buildings has been commenced merely for the purpose of blocking the carrying out of the Railway Committee order.

The same tactics were carried out by the OA&PS last year when they erected large freight sheds, contrary to the provisions of their lease over the canal basin directly opposite lands which the O&NY had purchased for the erection of freight terminals.

The present action of the OA&PS is an insult to the committee and practically a defiance of their powers.

I beg to ask that the Department notify the company to discontinue to erection of these buildings.

**5 September 1899 from Rideau Canal Superintendent**

Request from George Mountain, Chief Engineer of CAR to fill in the canal east basin. We have found that the water becomes stagnant and the small quantity has no effect upon the locks. Canal interests would not suffer.

**10 February 1900 order in council 2470 is passed.**

**RG 46M 934007 item 1484**

**Plan of CPR interlocking plant at St. Polycarpe Jct.**

**13 May 1903**, Crossing with Canada Atlantic Railway

Approved for renewal of interlocking by Collingwood Schreiber, 19<sup>th</sup> May 1903.

24 lever machine

- 10 levers for 10 signals
- 5 levers for 7 switches and 6 locks
- 1 lever for 1 facing point lock
- 1 lever for crossing bars.

The tower is in the south west quadrant, station in the north east quadrant. There is a short double ended siding on the north side of the CPR to the west of the diamond. CPR is single track both sides of the diamond. There is a double track interchange track. There is a single ended track on the CAR to the north of the diamond on the west side.

Lever operation.

Number	Function
1	CPR distant signal eastbound, 1200 ft. west of diamond.
2	CPR home signal eastbound, 550 ft. west of diamond.
3	CPR dwarf signal for eastbound trains leaving the siding.
4	CAR distant signal southbound, 1200 ft. north of the diamond.
5	CAR home signal southbound, 410 ft. north of the diamond.
6	Spare
7	Spare
8	CPR derail (B.L. S.& L.) eastbound for signal 2, 400 ft. west of the diamond.
9	CPR derails for trains entering leaving the siding, derails at both ends of the switch.
10	CPR facing point lock for westbound trains immediately west of the diamond.
11	CAR derails for signal 5 and for trains in the CAR siding.
12	Spare
13	Spare
14	Spare
15	Crossing bars at the diamond.
16	CPR derail (B.L. S.& L.) westbound for signals 20 & 21, 400 ft. east of the

	diamond.
17	CAR derail (B.L. S. & L.) northbound for signal 23, 500 ft. south of the diamond.
18	Spare
19	Spare
20	CPR home signal westbound, 450 ft. east of the diamond, lower signal on mast with signal 21. This presumably gives access to the siding at the west of the diamond)
21	CPR home signal westbound, 450 ft. east of the diamond, upper signal on mast with signal 20.
22	CPR distant signal westbound, 1200 ft. east of the diamond.
23	CAR home signal northbound, 550 ft. south of the diamond.
24	CAR distant signal northbound, 1200 ft. south of the diamond.

**RG 43 vol. 688 file 21930**

**Land at Besserer Street.**

**4 June 1924 from office of CN right of way agent**

Records show lots 10 and 13 owned by Findley D. Heaps, Wholesale Hay and Grain Merchant.

**21 June 1920 GTR Plan No. 530-16 showing proposed extension of GTR siding requested by Swift Canadian Co.**

**5 June 1924 from right of way agent**

We are not at all sure that we will need the land offered by Mr. Helps but I am making inquiries of our operating department.

**18 June 1924 from Right of Way agent to Helps, room 400 Plaza Building**

Company not interested in the property in question.

**31 December 1924 from Right of Way Agent**

Have closed (!) for Helps property for \$38,500 being \$1,000 below the amount authorized.

Description of land - closing documents etc.

25 January 1925 - end of file.

**RG 43 vol. 221 file 964**

**Draping of Ottawa Central station**

**4 July 1927 Telegram read over phone to Mr. Cope.**

Special carrying body Lieut. Johnson, United States Air Force, arrived here on time 9 a.m. today. All railway and other arrangements perfect and greatly appreciated by all concerned. Equipment has been released for regular service.

(Sgd. W.S. Thompson)

**10 August 1927 from CNR VP Hungerford to Major Bell, Department.**

Enclosed is account received from Murphy and Gamble amounting to \$4,698.55 in connection with the work of draping the Ottawa Central Station and CNR Special Train and cars July 2<sup>nd</sup> 1927 which I shall be glad if you will be good enough to have placed in line for settlement by the proper government department.

The regrettable accident which occurred at Ottawa during the Diamond Jubilee celebrations resulting in the death of US Lieutenant J. Thad Thompson, and the consequent necessity of running a special train to convey the remains of the unfortunate aviator to his home, involving what was practically a State Military funeral, made it necessary to have the work of draping the Union Station done in a manner sufficiently impressive to meet the exceptional situation.

The work of draping the station with mourning colours, and also the car and the train which was to convey the remains of Lieutenant Johnson, had to be undertaken between the hours of midnight on Saturday and noon on Sunday, involving heavy labour cost; also suitable material was difficult to obtain on account of the shortness of time which made it necessary to use some higher priced goods than would otherwise have been used. The expenses necessarily incurred have, therefore, been higher than would have resulted under anything like normal conditions.

You will know that the appearance of the station and train was very favourably commented upon by Government officials both Canadian and American, and that the expedition with which the work was undertaken and completed was regarded as reflecting considerable credit on those who had to carry out the work.

**RG 43 vol. 365 file 6707.4  
Taxicab service at Ottawa**

Not looked at in detail 1924-1929.

1924 contract between CNR and Red Line Taxi Company

Mainly concerned about increasing payments to the taxi company from \$75.00 per month to \$100 with an adjustment to bring it to 10% return on investment.

**RG 30 vol. 12620 file 520**

**Contract between Canada Atlantic and Pullman Palace Car Co.**

Indenture dated 1 Nov 1887 between CAR and Pullman Palace Car Co.

Pullman agrees to furnish Parlour Cars to run between Ottawa and Montreal via Coteau and will supply employes. Conditions of use, maintenance, etc.

This was terminated 1 July 1902.

Memorandum from Customs Department to E.J. Chamberlain

You are advised that the two parlour cars "Marie" and "Ruth" may run temporarily for a period not exceeding six months without customs duty on the railway between Montreal and Ottawa. Not to be held as a precedent.

**RG 30 vol. 12620 file 530**  
**By-law No 4 of OA&PS and 23 of CAR**

Copies of orders in Council PC 1893-3030 and 1894-3031

By law No. 4 of OA&PS

1. Offices and agents for the sale of tickets are provided at each of the company's stations and elsewhere and all passengers travelling upon the Company's lines are required to provide themselves with tickets before entering the train.
2. An additional sum of ten cents will be charged for each ticket purchased from the conductor on any of the trains of the Company, but it shall be the duty of such conductor to give to every person when purchasing such ticket a rebate check, and, on presentation of such rebate check at any ticket office of the company within thirty days from the date of issue the said ten cents will be refunded.
3. Whenever and so often as the conductor for the time being of any train requests any passenger to produce his or her ticket, such passenger shall comply with the request, or in default thereof, shall be liable to pay and shall forthwith pay the regular fare from the place where such passenger got on the train to the end of his or her journey.

By law No. 23 of the CAR is identical.

**RG 43 vol. 385 file 7157**  
**Joint facilities St. Polycarpe.**

18 January 1926 from Board to Department

Encloses copy of joint facilities agreement dated 15 September 1925 for St. Polycarpe Junction, **now De Beaujeu**, and recommends sanction of the Governor in Council.

Copy of the agreement including a blueprint is on file.

23 January 1926 order in council 95 is passed.

**RG 46 vol. 1509 file 4205.555**  
**Station at Carlsbad Springs**

17 January 1930 Application to close the station as an agency and to substitute a caretaker.

23 January 1930 Inspector Mccauley's report.

I do not think the railway is losing any money by retaining an agent.

The station was first known as Eastman's Springs and some 30 years ago was changed to the present name. There are mineral springs close to the station, a large summer hotel, a few stores and other buildings. There is an improved highway between Ottawa and Carlsbad Springs, no doubt considerable business formerly carried by the railway has been diverted to automobile, buses and trucks.

Cannot be argued that there is sufficient business to retain the services of a station agent at this point.

28 January 1930 Opposition from Gloucester Township.

4 February 1930 Opposition from Carlsbad Limited - Carlsbad Sanitorium and Radium-Mineral Springs.

From 1890 on two thriving summer hotels. Lately stock loading yard has been added to the local sidings. 40 cars of stock a year.

11 March 1930 order 44434 is issued.

5 March 1962 From Gloucester township

Agrees to CNR proposal to erect a smaller structure to replace the existing building.

14 May 1962 Application by CN to replace 24'4"x62'10" frame construction on wood sills having a waiting room, office and freight shed. Our intention to replace with a shelter 10' x 18' consisting of a combination waiting and baggage room - to be heated by oil and a Bell phone provided. Caretaker services will be provided.

15 June 1962 letter from Board

No reason to require your company to maintain the station building at this location and action may be taken to replace same with the proposed shelter.

3 November 1964 application to remove the caretaker.

Train no. 4 provides the only daily passenger service. A portable shelter has replaced our older station at this location and we will continue to use this building.

No objection from Gloucester.

29 January 1965 order 116594 is issued.

11 June 1968 application to remove the shelter.

21 June 1968 letter gives authority.

### **RG 46 vol. 1516 file 1593.2**

#### **Covering over tracks of CPR and Hull Electric Railway**

**30 May 1911 GTR application** for approval of plans, showing:

- (1) The terrace or covering over the tracks of the CPR and the Hull Electric immediately adjacent to the Chateau Laurier;
- (2) Diagram of structural steel work therefore.

No objection from CPR.

**26 June 1911 order 14093 is issued.**

**1 September 1911 order 14663 is issued.**

**9 September 1958 from CNR to Board**

In order to improve traffic facilities and parking will need to strengthen the terrace.

Application for approval of plans.

**11 September 1958 order 95522 is issued.**

**30 March 1958 order 100856 is issued** (operating authority)

**RG 46 vol. 1407 file 6915**

**Station at Vars.**

**27 February 1908 report from Inspector Ogilvie**

Vars station was burned down on 9 August 1907 and there has been no move to rebuild it.

They have been using an old coach for the accommodation of the agent and passengers which is altogether inadequate.

**10 March 1908 copy to GTR**

**14 March 1908 from GTR**

It is the intention to erect a new combination passenger and freight station at that point early this spring.

**23 July 1909 from Ogilvie**

GTR have completed their new station at Vars.

**A Chronicle of Carlsbad Springs by James Collins self published by Kevin Collins (nephew of James Collins)**

**ISBN 0-9733240-0-7**

P 47 A very noted settler arrived just at this time from the Eastern Townships of Quebec. This was Charles Parham who bought Patrick Morrison's farm and started a brick yard at the Springs. Charles Parham was in many ways a remarkable man. He came originally from the United States. He was very energetic and did a big business at the brick yard. Parham it was who built the first station at Eastman's Springs. He also built other stations along the line of the Canada Atlantic Railway.

P 60 September 26<sup>th</sup> 1887 was a terrible day. On that day the fire reached its climax by burning the passenger train running between Ottawa and Montreal.

P 61 About five o'clock in the afternoon, one of the passenger trains running between Ottawa and Montreal was due to pass through the Springs. Soon the whistle of the engine was heard far up the track through the smoke which shut everything from view a few yards away. At once the danger was realized. Some of the men managed to make their way up the track past the burning wood. In passing, they saw that there was very little left of the track but the rails and the roadbed.

On came the train consisting of five cars and the engine. Alex Stewart got up on a stump and did his best to signal the driver, but to no purpose as the smoke shut all else from view and the engineer, not thinking the danger was so great, steamed on. When the train struck the burned track, it slipped off to the north side, the last four cars turning almost bottom side up on the pile of live coals. The engine, strange to say, slid off the road bed with the rails but kept its footing and drew itself out with the baggage car onto the solid track. The paint was melted off the engine and car and could be seen for a long time after - where it dripped down on the cattle guards at Parham's crossing.

The escape of the passengers in the other four cars was a miracle. Although the train turned almost upside down and was immediately in flames, no lives were lost. Some were severely cut by the glass, and others more or less bruised by being knocked against the seats as the train toppled over - but all managed to get out in time to escape the fire. Then they had to make their way back to the Village along the track - a distance of nearly three miles. They could get no communication with the Village or city from the scene of the wreck as the telegraph wires were all down.

On their way back, they met a long freight train drawn by the 'Old Engine'. This train was flagged and the passengers were taken to the Springs on it.

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Nothing was left of the magnificent cars but the framework - twisted out of shape by the intense heat.

P 62 picture of the scene where the train was burned - the accident occurred about two hundred yards east of Parham's Crossing.

P 63 The Canada Atlantic Railway built a siding at Thomas Tierney's, about half a mile east of the station, in order to handle the output of the shanties. (1888)

P 118. In September 1906 the station at the Springs was burned, but owing to its distance from other buildings no other damage was done. An old passenger coach served as a station until the new station was built in 1907.

P 119 Picture of station at Carlsbad Springs built in 1908 (as it looked in 1919).

P 163 Account of an accident in summer 1919 - crossing accident. Includes a picture of engine 1267 and freight train.

P 165 Picture of car of feed being unloaded at Carlsbad Springs (NP car).

P 193 Account of wreck on 2 August 1925, hot box. Picture of wrecking crane at work.