

## **Carleton Place sub**

### **Files seen:**

Railway Committee of the Privy Council 31 March 1860; 17 September 1870  
RG 12box 1952 file 3502-6 Amalgamation of the Canada Central with the Canadian Pacific  
RG 12 vol. 1922 file 3402-57 Acquisition of land at Chaudiere for CPR  
Review of Crossings from the west boundary of the City of Ottawa to Britannia (viz. from Parkdale avenue, Ottawa to Main street, Britannia. January 20, 1933  
RG 46 vol. 1501 file 74548 Station at Ashton  
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RG 46 vol. 1477 file 16675 Crossing at Carleton Avenue  
Carleton Saga pages 178 and 233.  
RG 43 vol. 457 file 13137 Protection of crossing at Britannia. In data base.  
RG 43 vol. 457 file 13138 Protection of crossing at Stittsville. In data base.  
Judgment on location of Westboro station September 22, 1920

### **Railway Committee of the Privy Council 31 March 1860**

Petition from the warden and corporation of the County of Carleton – an Act may be passed incorporating the Canada Central Railway for the construction of a road from Montreal by way of Ottawa and Arnprior to some point on Lake Huron and that 4 million acres of land set apart to provide for and encourage the making of a railway from Ottawa to Lake Huron be granted to said company.

It was resolved that the government cannot properly exercise any power of transfer from one company to another and that a report be made to this effect.

### **Railway Committee of the Privy Council 17 September 1870**

Submitted a certificate from Mr. J.H. Rowan of Department of Public Works who had been instructed to inspect that portion of the Canada Central Railway lying between Ottawa and the point at which it forms a junction with the Brockville and Ottawa near Carleton Place Station – that he inspected the road on 15 September 1870 and that “the work done on the line is of a good and permanent character, the stations, rolling stock and other appurtenances being sufficient for the proper working of the road.

### **RG 12box 1952 file 3502-6**

#### **Amalgamation of the Canada Central with the Canadian Pacific**

#### **9 June 1881 Deed between CCR and CPR.**

Stephen and Charles Drinkwater for CPR (meeting at Montreal 3 May 1881) and William Cassils, President and Archer Baker, secretary of CCR. (meeting at Brockville 1 June 1881).

CCR issue of bonds and shares. Obligations of the late Brockville & Ottawa Railway.

Declares CCR and CPR amalgamated under the name CPR.

CPR to assume liabilities, obligations and duties, mortgages etc.

From the date of the final execution of this document by both parties the CCR shall become amalgamated with the CPR. Assets etc. as effective 1 May 1881. Rights in relation to government of Quebec as owner of the QMO&O in relation to running rights etc.

**RG 12 vol. 1922 file 3402-57**  
**Acquisition of land at Chaudiere for CPR**

**12 March 1884 from CPR Drinkwater, Secretary of CPR to Charles Tupper**

This company requires to construct a side track to give access to the bridge over the Ottawa River above the Chaudiere for through trains approaching the bridge from the west and it becomes necessary for that purpose to avail itself of the powers granted to the Company by its charter, and by the Consolidated Railway Act, 1879, the greater extent taken being allowed by the Governor in Council.

Encloses a map or plan to be deposited in your office signed by the President and Engineer, on which plan is laid down in red the proposed side track containing an area of land and land covered with water amounting to 1.918 acre. But the company is unable to acquire it in any other manner than the one herein proposed.

Request that an order in council be passed as early a day as possible in which the Company shall be allowed to lay out and expropriate to the use of the Company the lands shewn on the said plan for the purpose of building the side track and roadway, connecting the main line of the company's railway on the west with the bridge over the Ottawa River above the Chaudiere Falls.

**18 March 1884 from Drinkwater to Minister of Railways and Canals**

Have your letter of 15<sup>th</sup>. Application made by the company was for permission to construct a switch or siding from one part of their main line to another part of their main line extending towards the Chaudiere Bridge. It can hardly be characterized as a proposed line of railway connecting the line with the Chaudiere Bridge.

Company claim the power to make this under section 19 of their charter - with the sanction of the Governor in Council. The land sought to be expropriated would merely be an extension of the breadth or quantity now occupied by the Company's main line where the line extending across the Ottawa River curves away from the portion of the main line extending direct into the station.

If the switch or siding is considered of sufficient importance to be called a branch the Company has the right of making branch lines to any point in the Dominion of Canada. And moreover sidings switches or branch lines for the purpose, amongst others of giving increased facilities for business may be made six miles long by any Railway Company.

And if not more than a quarter of a mile long, no publication of any advertisement of any intention to make the line is needed.

**Note** Track proposed is 900 feet long.

**6 May 1884 Order in Council is passed - see data base**

**Plan is on file**

**Review of Crossings from the west boundary of the City of Ottawa to Britannia (viz. from Parkdale avenue, Ottawa to Main street, Britannia. January 20, 1933**

Parallel street north of the railway required.  
Ross avenue, Ottawa West - currently private  
Carleton avenue - public  
Clifton road - not yet open, to be made public  
Main street, Westboro - no protection necessary  
Victoria Avenue, Westboro - no protection necessary  
Cole's crossing, Nepean - private  
Second avenue, Nepean - public  
Earlscourt crossing - cattle pass, not in general use as a private street  
Clydeborne avenue - to be made public  
Lafleur's crossing - to be closed  
Roxboro avenue - to be closed  
Woodroffe road - private  
New Orchard crossing - no crossing necessary  
Main Street, Britannia - public

**Heard at Ottawa July 6, 1920.**

Application by township of Nepean for an order directing CPR to erect a station at or near Victoria Avenue in the village of Westboro. This was an application for a station about 1/2 miles west of the existing new station at Parkdale avenue. With the practical closing of Britannia this leaves no station on the Ontario side of the Ottawa river between the Ottawa Central station and the village of Stittsville.

In view of this CPR convened a conference with all interested parties. It was held at City Hall Ottawa. It was decided to establish a station at Parkdale, the City prevailing, within the City of Ottawa but three tenths of a mile from the old Broad Street station. This was not satisfactory to Nepean and thus the reason for the application.

CPR position was that it was willing to establish only one station within the five miles between Broad Street station and Britannia station.

Business done at the new Parkdale station is insignificant - only 55 tickets sold in June last the receipts being \$88.75 (including war tax) while the company paid the agent \$65.

City of Ottawa pointed out that before the closing of the Broad Street station there was a large passenger and freight station in the west end of the city. When this station was closed it was decided at the conference to establish a station at the nearest point to Broad Street station, i.e. Parkdale avenue. City had no objection to a station at Westboro but did object to closure of Parkdale Avenue.

Nepean wanted a station with facilities for LCL freight, express and telegraph. felt that the name of the station at Parkdale Avenue (Westboro) was misleading.

Board felt that there was a need for a station at Victoria avenue because Westboro is a prosperous community with an increasing population. A station there would also be used by rural residents.

Order 30155 was issued on 29 September 1920 directing CPR to erect a station building, with passenger, freight, express and telegraph service, at or near Victoria avenue, Westboro, the work to be completed by 1 December 1920.

**RG 46 vol. 1501 file 74548**

**Station at Ashton**

**29 May 1931 from CPR Smiths Falls to Reeve, twp of Beckwith.**

Reduced earnings and necessity to reduce expenses - necessary to reduce service at Ashton. Will employ a Caretaker Agent instead of an Agent.

Duties of Caretaker Agent will be similar to that of an Agent other than making up accounts and telegraph work.

Will be applying to railway commission.

Attaches statement of earnings April 1929 to March 1931. Total first year \$7,183.96, second year \$4608.35.

**11 June 1931 application from CPR to BRC.**

**22 June 1931 from BRC to Reeve Beckwith twp.**

Where average earnings for the last three fiscal years amount to not less than \$15,000 of which \$2,000 shall represent inward traffic the company shall maintain a station and an agent. Where earnings fall below this amount it is then open to the company to make application to dispense with the station agent and install a caretaker.

Asks for your municipality's reply.

**No reply**

**3 July 1931 Order 46997 is issued.**

**22 May 1950 from CPR**

CPR applies for approval of proposed new station at Ashton at mile 22.99. Plan QS 4276 is attached

**26 May 1950 order 74548 is issued.**

**2 Jan 1969 from CPR to Board**

Station building at Ashton, mile 23.0 is no longer required for railway purposes and CPR proposes to remove it.

**22 Jan 1969 from Board to CPR**

As no objections have been filed you may proceed to remove the station building.

**RG 46 vol. 1477 file16661**

**Crossings etc. in the Westboro area**

Plans and profile approved by 13004 - see data base.

Application by Police Village of Westoro for authority to open Victoria Street

**7 February 1911 order 13004 is issued**

**12 September 1923** CPR asked for an amendment so that they would not be liable for costs.

**4 October 1923 Response from Westboro Police Village**

Victoria Avenue, formerly known as Skead's Road, including a crossing of the CPR right of way, was used for years as a highway between Richmond Road and the Skead Mill property, located north of the CPR, without any restrictions on the part of the railway company and after the property north of the railway was sold to the railway company gates were put on the crossing by the company and this led to protest from the people and the movement to get the crossing established was undertaken by the Police Village.

Co-incident with the application of the Police Village for the crossing the CPR applied for an order to have the road allowance between Conc 1 and Conc A, which the CPR crossed between the road allowance (now Main Street) and Skead Road (now Victoria Avenue) and parallel to it, west of Main Street to intersect this road allowance, and is now known as Pacific Street and intersected by Victoria Avenue just north of the railway company's right of way and the present station stands immediately east of the line of Victoria Avenue and where the road allowance which was closed is shown. (sic).

The present contention of the Village is that the closing of the road allowance was considerable of an easement to the railway company because the opening of Victoria Avenue which was applied for would be an easement to the village, and that the railway

company, in view of what it got, could not reasonably ask that the village be put to the expense of maintaining the Victoria Avenue crossing.

**10 October 1923 response from CPR**

The original crossing was a private one to give access to Skead's Mill and after Mr. Skead disposed of his property the crossing was closed by gates which were locked. The Village of Westboro is junior party and should pay.

**7 December 1923 order 34541 is issued**

Village is junior and should pay.

**31 May 1926 from Westboro Ratepayers Association**

In view of the last fatality at Britannia the attention of the Board of Railway Commissioners be drawn to the dangerous condition at the crossings on the CPR at Westboro and vicinity.

Crossing at Main Street is particularly much used by school children - probably 75 -100. The same could be said for the crossing at Clarella Park although this is not as much used by schoolchildren.

**6 September 1926 from CPR**

Excellent plan showing sightlines, station and Cummings Coal trestle, also record of highway traffic.

**22 October 1926 analysis of 24 hour period 25 Aug 1926**

19 train movements 816 pedestrians (522 in hours of train movements) 331 vehicles (175 in hours of train movements). Of the trains 17 were freight and 2 were passenger.

**1 December 1926 from Inspector**

View of eastbound trains is satisfactory while views of westbound trains at the north side of the crossing is restricted by the station. Recommends protection.

**25 September 1928 joint report Simmons (engineering) and Spencer (operating)**

Gives list of crossings - entered in CTANOTES data base. Makes recommendations regarding protection, clearing of trees etc.

Detailed plan on the file.

Hearing on 26 March 1929 - parties told to come to an amicable agreement.

**10 May 1932 non fatal accident to milk truck.**

**20 January 1933 Judgement.**

**Two accidents in 1959, installation of protection.**

**Protection installed 1960**

**RG 46 vol. 1477 file16675**  
**Crossing at Carleton Avenue**

**30 January 1911 application from Nepean twp.** for order to the CPR to take off the gates at the farm crossing and provide a suitable crossing.

Plan of lots in Eldonwood Park

Plan of the Canada Central Railway(!)

**11 May 1911 report of the Chief Engineer**

Went over the ground from Union Station to Britannia with the plan.

- A. Chaudiere Road opened and travelled.
- B. Mechanicsville Road, opened and travelled.
- C. Public Road, opened and travelled.
- D. Gainsborough Avenue. Opened by order in the last few months  
River Street unopened
- E. Carleton Avenue
- E to G 3,800 feet
- G. Westboro Road opened and travelled
- H. Victoria Street opened and travelled
- H to I nearly a mile
- I Farm crossing
- J. Woodroffe Road opened and travelled
- K. New Orchard Beach Road opened and travelled
- K. to L. nearly a mile
- L. Britannia Road
- M. Overhead footway to OER pier at Britannia.

Plan of Carleton Avenue

**17 May 1911 order 13728 is issued**

**31 May 1911 CPR returns order and plan as they obviously have been issued through inadvertance.**

**6 June 1911 order 13872 is issued** costs to the township

Accident 18 December 1919. Report. Plan showing sight lines.

**21 May 1920 order 29666 removes slow order** CPR had tried to cut down trees on private property.

1967 Application for leave to abandon part of the Carleton Place sub. Carleton Avenue was at mile 1.02., North Western Avenue was at mile 1.0 Carleton Spur.

Within a score of years other railways were criss crossing the County - the Canada Central from Brockville to Ottawa (later absorbed into the Canadian Pacific system). Its trial run was another gala event which commenced from the terminus at Lebreton flats (later to be the old Broad Street station). According to the Ottawa Times of September 16, 1870, the train was bedecked with "Union Jacks", no less. At Sand Point the Brockville Band played the guests up to barbecue and beer under a triumphal arch which proclaimed "Success to the English Capitalists".

### **Carleton Saga page 233**

The Canada Central Railway had reached the March road that day (August 17, 1870?). In the evening when the engineer of the construction train had gone to the village on errand he left the locomotive in charge of the fireman. Suddenly the fire burst all over the right of way cutting off the retreat of the train. The brave fireman shunted the cars down the grade where they were burned, and then he saved the engine and himself by performing a shuttle-cock act in the narrow stretch left to him until the fire rolled on.

### **JOR&R File 30164**

*Application of the Corporation of the township of Nepean, Ontario, for an order directing the Canadian Pacific Railway Company to provide a station at or near Victoria avenue, in the village of Westboro, for the accommodation of passengers and to handle freight and express matter.*

File 30164

Heard at Ottawa July 6, 1920.

Judgment

Commissioner Rutherford.

The present application, which was heard at Ottawa on July 6, 1920, is for a station at Victoria avenue, in the village of Westboro, about one and one-half miles west of the existing new station on the Canadian Pacific railway at Parkdale avenue, within the limits of the city of Ottawa.

The residents of the township of Nepean and in the village of Westboro have, for a considerable time been pressing upon the Canadian Pacific Railway Company the necessity for a station at or near Victoria avenue in the said village of Westboro, to serve the needs of the large and growing population tributary to that point.

The situation was, so far as the district to the west of the city of Ottawa is concerned, intensified by the practical closing of Britannia as a passenger station, this leaving no station on the Ontario side of the Ottawa river, available for passenger service, between the Ottawa Central station and the village of Stittsville, a distance of nineteen miles. In view of these demands, the Canadian Pacific Railway Company arranged for a conference in April last, which all the interested parties were invited to attend. At this conference, which was held in the City Hall at Ottawa, the influence of the city



predominated, and it was decided to establish a station at Parkdale avenue, within the city limits, but three tenths of a mile from the old Broad Street station.

At the close of the conference, the representatives of the village of Westboro and of the township of Nepean informed the Canadian Pacific Railway's officers that an application for a station at Westboro would be made, and the present application by the corporation of the township of Nepean for a station at or near Victoria avenue in the village of Westboro was accordingly filed with the Board on May 6, 1920.

At the hearing on July 6 it was admitted by Controller Cameron of Ottawa that, at the conference held in April the people of Westboro objected to the decision of the railway company, but they also acknowledged that Ottawa had some right to a station at Parkdale avenue.

The position of the railway company, according to the statement of Mr. Flintoff at the hearing, is that it is willing to establish and maintain one station only in the five miles between the Broad Street station and Britannia, and that it will locate this station at whichever point the Board may decide.

The business done by the new station at Parkdale avenue is comparatively insignificant, only fifty-five tickets having been sold in June last, the receipts being \$88.75 (including war tax), while the company paid the agent a salary of \$65.

Mr. Proctor, on behalf of the city of Ottawa, stated that before the closing of the Broad Street station, there was a large passenger, freight and express station in the west end of the city; that when this station was discontinued, it was decided as a result of a conference between the interested parties, to establish a station at the nearest possible point to Broad street, which, grade being considered, proved to be Parkdale avenue. He further stated that the city does not object to a station at Westboro, but is not willing to have the Parkdale Avenue station closed.

Mr. Caldwell, for the township of Nepean, submitted that the population in the Westboro district was now 7,187, having increased by 1,845 between 1915 and 1919. He further stated, and evidence was adduced in support of his statement that the Parkdale Avenue station was of no value to Westboro, being in an out of the way place, at a very considerable distance from the street railway and without conveniences for transfer of passengers or baggage; that there were twenty-five (25) establishments at Westboro requiring freight facilities and while freight in carloads is handled there, no provision is made for L.C.L. freight, express or telegraph, the latter being very inconvenient; that the name of the station at Parkdale avenue, namely "Westboro," is very misleading and causes great inconveniences to incoming passengers; that the distance from the street railway line at Victoria avenue, Westboro, is about one half that at Parkdale avenue; that the grade is level at that point and the company owns land suitable for a station site.

Mr. Flintoff, for the railway company, stated at the hearing that the company is not willing to consider the granting of these facilities, which would entail the payment of a salary of \$125 per month to an agent instead of \$85; but that the agent could give telegraph service by telephoning messages to the city office.

I have made personal inspection of the two locations, Parkdale avenue, Ottawa and Victoria avenue, Westboro, and am satisfied as to the necessity for the establishment of a station at the latter point. Westboro is a prosperous community with an increasing

population, and a station at Victoria avenue would, in my opinion, be also largely used by the rural residents in the vicinity.

I do not think there is any doubt that a fully-equipped station would be found profitable by the company, the station at Parkdale avenue being no criterion owing to its inconvenient location and the lack of population in its immediate vicinity.

I am therefore of opinion that an order should issue for the establishment of a station at Victoria avenue, Westboro village, with passenger, freight, express and telegraph services, same to be completed on or before December 1, 1920, plans showing location and details of buildings to be filed by the company at an early date for the approval of the Board.

Ottawa, September 22, 1920

On consideration of the reasons set out by Commissioner Rutherford, and having in mind the powers of the Board under section 188 of the Railway Act, subsection 3, I agree.

S.J. McLean

The Chief Commissioner concurred

Order No. 30155

Wednesday 29<sup>th</sup> September 1920

It is ordered: That the Canadian Pacific Railway Company be, and it is hereby, directed to erect a station building, with passenger, freight, express, and telegraph service, at or near Victoria avenue, Westboro, in the province of Ontario; the work to be completed on or before the 1<sup>st</sup> day of December 1920; and plans showing the location and details of the proposed buildings to be filed for the approval of the Board.

S.J. McLean,  
Assistant Chief Commissioner.

Order 30304 11<sup>th</sup> November 1920

That the time within which the said station building may be erected at Victoria avenue, Westboro, in the province of Ontario, be extended until the 1<sup>st</sup> day of July 1921: provided that the erection of the proposed station building, a temporary station and platform be erected at the point in question, a station agent appointed, passenger, freight, express, and telegraph service provided, and a spur to take care of the carload traffic be constructed on or before the first day of December, 1920.