

Chalk River

Files seen:

Privy Council Railway Committee 25 October 1862; 29 September 1864; June 1873
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RG 46 vol. 1491 file 26563
RG 46 vol. 1363 file 4205.648 Meath station.
RG 12 vol. 1850 file 3268.14 liability for bonus of Town of Pembroke
RG 30 vol. 9335 file 1046-60-41 Interchange tracks at Arnprior.
The Arnprior Story 1823-1984 by Leo Lavoie Sponsored and published by the Arnprior and District Historical Society ISBN 0-961710-0-5
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Privy Council Railway Committee 25 October 1862

Recommends to the governor in council for approval of the tariff for passengers and freight on the Brockville and Ottawa Railway.

Privy Council Railway Committee 29 September 1864

A notice from the Brockville and Ottawa Railway dated 22nd instant of the intended opening of the extension from Almonte to Arnprior on 1st November. It was resolved that Mr. J. Trudeau, Inspector of Railways, be instructed to make the examination as required by law and report to the Board.

Privy Council Railway Committee June 1873

Communication from Abbott of the CCR stating that the section from Sand Point to Renfrew is ready for the passage of trains and requesting that permission be granted to open the section to traffic.

The report from the Inspecting Engineer, Mr. F. A. Thise stating that at the time of the inspection in December last, although in an incomplete state for want of fencing, cattleguards etc. was not unsafe for public travel.

Ordered that a copy of Mr. Thise's report be sent to the company with a request that they finish all the works he mentions as necessary to put the works in a complete state and that they be authorized to open the line for traffic.

RG 46 vol. 1534 file 8426

Complaint by Owen Davidson 8 Sep 1908 – excessive whistling so that pastor could not give sermon. CP Assistant Superintendent interviewed people in the area and does not

appear ho be excessive whistling. Davidson not satisfied. Hearing at 66 Queen Street on 2 Feb 1909. Order 6169 issued 2 Feb 1909 dismissing complaint.

End of file

RG 46 vol. 1427 file 8234.7
CPR stock pens Carleton Place

9 August 1913 from Carleton Place Board of Trade

Condition of stock yards and pens has been a matter of complaint by drovers and shippers of livestock for a long time.

The yards are inadequate in size and without shelter and the escape of a large number of cattle from them within the last few days resulting in the killing by trains of fourteen and the loss of a number prove them inadequate.

There is loss and damage to stock through want of shelter, particularly in the fall and winter, stock being exposed for hours and days to the most inclement weather, and discrimination has been made in prices paid for stock shipped out from this point, owing to these adverse conditions.

27 September 1913 from Assistant Chief Operating Officer Lalonde

There are two pens, 60'x 60' with wide rocky bottom and 64' x 38' but muddy at the lower fence, made so by the pen trough overflowing. There should be some sheds for shelter. Pens are small.

The complaint is well founded and remedy should be applied at once.

22 September 1913 from J.M. Quinn

I ship about 50 cars of livestock a year. Carleton Place entirely too small. Poor condition. Have had livestock stand 20 hours waiting to get cars. Should have covered protection.

3 October 1913 Resolution from the Board of Trade.

29 October 1913 from Beatty General Counsel CPR

Orders have been given to have the necessary work taken in hand, i.e. erection of chute, strengthening of fencing and providing the necessary shelter, The work will be completed t the end of the present week.

4 February 1914 from Inspector Lalonde

The company has done the necessary work in strengthening fencing and providing necessary shelters. This will close the file.

End of file

RG 46 vol. 1491 file 26563 Train service east and west of Pembroke

8 December 1915 Letter from Board acknowledging receipt of petition.

15 December 1915 letter from town of Pembroke

Some years ago the Company ceased running what was known as the day coast or through train during the late fall, winter and early spring months. The train ceased to run this year about 30th October 1915.

The only trains running east and west pass Pembroke going west at 4 a.m. and 5 a.m. and going east at 12 p.m. and 1 a.m. These are through trains, one being to Boston, St. Paul and Minneapolis and the other to the Coast. People from the west of Pembroke have to spend two nights, part on the train and part in Pembroke and a full day in Pembroke to come and return home.

Asks for the times of the trains to be altered.

29 December 1915 from CPR Beatty

The local traffic west of Pembroke is insufficient to pay the running expenses of any additional train service.

The two night trains are old established through trains having connections and cannot be changed. In addition to the service eastbound to Pembroke the territory west of Chalk River has a local service on trains 17 and 18 to and from Mattawa.

Wylie there is a flag station which is heated and kept clean.

Reference is made to Clergymen being refused the privilege of a special stop of regular passenger train when called upon to attend dying people. The Rev Father Duquette was also questioned as to the justification for this charge and stated there was an occurrence of this kind, he thinks, two years ago. He claims the despatcher (sic) was asked through the operator at Chalk River to stop No. 17 at Moore Lake to allow him to disembark, but this was not done as there was a freight train following immediately, on which it was arrange Father Duquette might travel, which he did. He arrived at Moore Lake within a couple of hours of the time he could have got there on the through passenger train, and as the party he went to attend recovered, there would not appear much justification for this charge. Father Duquette also admitted that this was the only time in seven years during which he was parish priest that permission was declined to stop a passenger train for him, and that he has never been refuse permission to ride on freight trains.

Submits that the complaint be dismissed.

21 January 1916 from Mattawa Board of Trade

Have been trying to better the mail service but each year CPR take off #5 and #6.

8 February 1916 Hearing heard in Ottawa

Ticket sales 1915-16?

Pembroke to Chalk River

July 81 tickets \$66.70

Jan 85 tickets \$62.40

Pembroke to Petewawa

July 170 tickets \$56.55

Jan 112 tickets \$35.70

Pembroke to Moore Lake

July 31 tickets \$35.70

Jan 37 tickets \$34.15

Pembroke to Mattawa

July 41 tickets \$119.05

Jan 47 tickets \$119.95

Chalk River to Pembroke

July 100 tickets \$85.65

Jan 95 tickets \$67.70

Moore Lake to Pembroke

July 27 tickets \$37.95

Jan 73 tickets \$86.05

26 February 1916 letter from Pembroke Board of Trade

Problem is between Pembroke and Petawawa. 700 prisoners of war at Petawawa and Canada Car and Foundry Plant for the testing of shells for the Russian Government. Only ten miles and some kind of service is necessary. Previously business men had been allowed to travel by freight train but now refused. CPR is running daily from Chalk River to North Bay a coach attached to the way freight. This is discrimination against Pembroke.

14 March 1916 from CPR

Attaches detailed statements of ticket sales.

The monthly operating cost of a return (SuX) train between Pembroke and Mattawa would be \$5,876.00. The revenue would be \$3,119.18.

24 March 1916 from Spencer, Chief Operating Officer

Suggests a tri weekly service.

3 April 1916 Ottawa Citizen

Effective Monday April 3 CPR train 557 due to leave Broad Street station SuX at 4.45 p.m. will run through to Chalk River arriving at that point at 9.20 p.m. and train 556 will leave Chalk River at 7.10 a.m. SuX arriving Ottawa Broad Street station at 11.35 a.m. (They extended the Pembroke local to Chalk River on account of activities at Petawawa).

Much correspondence about proposed tri weekly service.

2 July 1917 from CPR

We withdrew the passenger service between Mattawa and Chalk River last January and it has not since been restored, and in view of the necessity of saving fuel, we do not consider this service should be put on.

31 July 1917 from CPR

During the year ending June 30 1916 the cost to operate passenger trains one mile was \$1.11. It would take somewhere about 80 tons of coal per month to operate this train service. During the time the train was run between Mattawa and Pembroke we averaged 46 passengers per trip but this included passengers travelling between Chalk River and Pembroke which are now being properly taken care of on existing local trains.

21 December 1916 Petition against taking off any trains between Pembroke and Ottawa.

7 January 1918 from CPR

Do not propose to make any changes in the existing Pembroke-Ottawa train service.

End of file.

RG 46 vol. 1363 file 4205.648

Meath station.

29 May 1931 from CPR Smiths Falls to twp of Westmeath

Intend to employ a caretaker on account of reduced earnings.

11 June 1931 CPR to Board

Intend to employ a caretaker.

Opposition from Westmeath farm club and township.

Statement of earnings - should be below \$15,000.

16 July 1931 order 47064 is issued

July 1931 Petition objecting to closure of Meath station as a telegraph agency.

2 December 1931 from CPR to Board

Misunderstanding - caretaker would be appointed to sell tickets. Request order 47064 be amended by deleting the reference to the sale of tickets.

17 December 1931 order 47856 is issued.

Correspondence relating to Lindsay Bobcaygeon and Pontypool Ry.

25 January 1963 from CPR to Board

Company's station and freight shed are no longer required and it is proposed to remove the buildings. Apply for authority. Enclose resolution from twp of Westmeath approving the removal.

19 February 1963 order 110649 is issued.

End of file.

RG 12 vol. 1850 file 3268.14

Liability for bonus of Town of Pembroke

19 March 1880 from Peter White MP to Sir Charles Tupper, Minister

Refers to petition from town of Pembroke. If government considers the town is entitled to relief it is unfair to compel the town to continue to pay interest amounting to \$4,500 per annum.

Petition from town of Pembroke.

CCR was incorporated by 24 Vic cap 80 1861 with power to build from some point on Lake Huron to the City of Ottawa and by the fourth clause was bound to build via Pembroke.

Subsequent acts were passed amending the original act.

29-30 Vic cap 94 1866

35 Vic cap 68

in which the condition that the company should pass by way of Pembroke was recognized and reaffirmed.

Presumably this condition was imposed upon the company for reasons which the Parliament considered good and sufficient and down to the session of 1875 the people of Pembroke believed that, if the road was ever built to its objective point on Lake Huron they would obtain through this proviso the railway facilities which their isolated position so imperatively demanded.

That portion of the line between Ottawa City and Renfrew was opened to traffic in 1873 and on 4 November 1874 the then government in pursuance (?) of the policy previously determined upon, passed an order in council granting a subsidy of \$1,200 per mile to the CCR for an extension of their road from the village of Douglas (about 8 or 10 miles west of Renfrew) to what was known as the eastern terminus of the Georgian Bay branch railway - about 120 miles.

The line adopted by the government as that on which the subsidy must be paid was defined generally as ascending the valley of Bonnechere via Golden Lake and Round Lake. Now a casual glance at the map will show that it is impossible for the CCR to follow the line so laid down and at the same time fulfil the condition of passing through Pembroke; and to get over the difficulty the Co. applied to Parliament in 1875 and obtained an amendment relieving them of their obligation but continuing to them the power to build to Pembroke within the next ensuing six years.

The legislation placed in the hands of the Co. a weapon which they were not slow to use and no sooner had the act referred to become law the Co. made known to the town of Pembroke the conditions on which, and on which alone, they would construct that portion of the road between Renfrew and Pembroke. The conditions involving the granting of a bonus of \$75,000, the free gift of the right of way and extensive station grounds within the town and the securing of the right of way, free to the company, for 16 miles eastward from Pembroke - and all this from a small town of less than 3,000 inhabitants. Most felt to be excessively burdensome, but the people had no alternative and to secure the railway facilities they agreed to the terms and secured the completion of the road to Pembroke in the autumn of 1876.

Matters remained in this position until 1878, Pembroke being the terminus on the Ottawa River of the CCR and controlling the trade of the lumber regions north and west of that point.

On 18 April 1878 another order in council was passed ratified by parliament on 7 May changing the location of the extension of the CCR from the valley of the Bonnechere to what is known as the Ottawa route and making the point from which the subsidy must be paid Pembroke instead of Douglas. By the terms of this order in council the company must complete the road to the south east corner of Lake Nipissing for \$1,440,000 the same sum which under the former order in council would have been paid them from Douglas to Burnt Lake and amongst other reasons set forth in the order in council for the change of route:

"that the estimated distance from Pembroke to the south east corner of Lake Nipissing is about 130 miles. This point is about 20 miles further west than the point previously determined on as the eastern terminus of the Canadian Pacific Railway" (thus passing to the public construction of about 20 miles of railway.)

The company commenced to build the road westward from Pembroke in 1878 and have now about 50 miles of track laid and that town in losing its position as a terminus already feels the effect of having its trade transferred to points along the road further west and north.

To summarize the whole case furnished (?) me to say that the points on which we rely for a favourable consideration .. on the following:

1. That by the legislation of 1875 the CCR was enabled to secure terms from the town of Pembroke which the people find excessively burdensome.
2. That by complying with those terms the railway was brought from Renfrew to Pembroke
3. That the building of the road to Pembroke enabled the government to effect a change in the location of the line which has resulted in a very great saving of public money.
4. That inasmuch as the carrying of the road past the town of Pembroke destroys its position as a terminus and transfers a considerable part of its trade to points along the extension westwards, the saving referred to has been effected by the sacrifice of the local interests of that town.

Under all the circumstances submits that whilst the peculiar position in which the case stands merits for it the favourable consideration of the government for granting of the relief - in no way establish a dangerous precedent.

13 October 1880 from Peter White

Now the CPR matter is resolved see to our petition.

1 January 1883 from Renfrew County to government

Supports petition from Pembroke.

19 May 1882 order in council PC 1491.

Several memoranda setting out the chronology

Renfrew also asked the government assume the payment of principle and interest because it thought it would become a junction point. In 1872 they subscribed \$30,000 in debentures.

Maps transferred to NMC accession 78903/47

26 May 1882 from W. Bauermann MP.

Have just learned that Pembroke has had an order passed subject to approval of parliament relieving them of the \$75,000 granted to CCR.

Renfrew county gave \$30,000, Horton twp. gave \$7,500 and Admaston twp. gave \$5,000. These municipalities felt that they ought to be placed in the same footing as Pembroke. Arguments used against me now are that Peter White has been able to do more for his constituency than I have for mine. In an awkward position.

10 June 1882 Memorandum

On 2 October 1872 Renfrew was induced to subscribe for \$30,000 CCR stock which was paid for by debentures to that amount.

Equivalent to a bonus.

Was lead to believe that the Bonnechere Valley route would eventually be adopted.

Contract was subsequently cancelled and Pembroke route adopted.

Had the Bonnechere route been adopted a junction railway would have been secured to them.

CCR is now being utilized in the construction of the CPR and will constitute a part of that great railway.

Great hardship to a small corporation.

On 14 August 1871 Horton township similarly subscribed \$7,500 for a like purpose. Arguments the same as Renfrew.

On 9 August 1871 the township of Admaston subscribed \$5,000. Pleas are similar to Renfrew and Horton except that no mention is made of the Bonnechere route.

Finds against the petitions - no action was taken by the government on the Bonnechere route until 4 November 1874 therefore this contention appears to be void of force. The object for which they subscribed was fully accomplished when the railway was opened to traffic to the village of Renfrew in 1873 and the ultimate extension of the railway must have been anticipated at the time it was provided for in the railway charter.

16 October 1882 Inspection report for subsidy purposes Thomas Ridout, Pembroke to Callendar, 120 miles.

The grading with the exceptions mentioned has been completed, bridges erected and main track and sidings laid throughout. Rail has been ballasted for the whole distance

and will require another lift at some points. The stations, 14 installations(?) in all are ample and commodious and the water service of elevated tanks is good and sufficient.

The fencing is not complete and the approaches and cattleguards to some of the crossings are not finished.

Points at which grading is deficient are:

62 1/5 mile a washout, track carried on temporary timber work - length 130 feet.

71 3/5 mile Murray Creek Trestle. Has been partially filled in, the filling should be completed without further delay in order to prevent the possibility of an accident as the trestle, which is 300 feet long and 58 feet high is much out of shape and the approach embankments are becoming very narrow owing to settlement.

75 mile a slide has taken place in the embankment and the track is at present blocked up with timber about 100 feet in length.

The following are all temporary trestles, length shown, filling not completed:

89 1/5

89 3/5

90 3/5

93 1/4

102 1/3

102 4/5

108 1/2

109 1/4

110

113 1/6

114 2/3

Estimate the earthwork required to complete the filling at 65,000 c. yards

Also for widening and raising embankments 60,000 c. yards

The large trestle 480 ft long by 80 ft high at 61st mile although at present in good condition should also be filled in 100,000 c. yards

Total of approximately 225,000 c. yards

At 20 cts. Per c. yard \$45,000

Cost of completion in accordance with the orders in council of 17 June 1878 and 16 June 1880 from \$45,000 to \$50,000.

12 February 1883 from Justice to Railways and Canals

Preparation of a bill to give indemnity to town of Pembroke. No special bill is required

14 February 1883 memorandum from Charles Tupper

An order was passed on 19 May 1882 approving of the assumption of part of the pecuniary responsibilities incurred by the town of Pembroke. The order authorized the submission to parliament during the present session of a measure by which the relief asked for could be granted. Justice advise that a special act is not necessary. Minister

recommends that authority be given to place in the estimates for the year 1883-84 an item to cover:

Debentures issued	\$75,000
Balance of indebtedness for right of way	\$3,500
Interest on said debentures from the half year following the date of the order in council approving of the assumption of the liability viz. from 1 July 1882 to July 1 1883.	\$6,750
Total	\$85,250

27 March 1883 order in council 360

18 June 1883 By law No. 101 town of Pembroke

To appoint trustees to receive from the government the sum of \$85,250

John Doran, Peter White and the mayor of the Town of Pembroke appointed trustees.

Says how the money should be deposited etc.

24 July 1883 order in council 1647

30 July 1883 from P. White acknowledges receipt of cheque for \$85,250

**RG 30 vol. 9335 file 1046-60-41
Interchange tracks at Arnprior.**

This is a CNOR file but it is merely a copy and transmittal of the judgement.

25 November 1914 Judgement of S.J. McKean

Application of Gillies Bros. of Braeside and George E. Baker of Arnprior for the construction of interchange tracks between the CPR and GTR at Arnprior.

Gillies Bros. are located at Braeside on the CPR main line 3.2 miles west of Arnprior. Mr. Baker, who supported Gillies is a manufacturer of brick and tile. His plant is located about one mile from the GTR and if an interchange track is put in he will have about 50 cars per annum for the GTR, at present there is a haul of about 1 mile and a quarter from the plant to the GTR. Gillies are at a disadvantage in shipping to points on the GTR. The only firm in Arnprior who have a private siding is McLachlin (sic) Bros. This company already has connection with both railways.

Does the public interest justify an interchange track?

Town of Arnprior is not asking for the installation of an interchange track but is agreeable providing crossings are not blocked and kept in a proper state of repair.

GTR supports the application and is prepared to pay its share of the cost of construction and maintenance.

CPR objects. Gillies are no different from any shipper located at a local point on the railway and they obtain no different treatment. The interchange would also deflect traffic to the GTR which would otherwise move exclusively on the CPR.

Gillies ship about 2000 cars of lumber annually, 50% being for domestic consumption.

Gillies have an interest and should contribute to the cost. The cost of construction should be borne equally by Gillies and the GTR. Maintenance and cost of such rotection, if any, as may be ordered by the Board, should be borne by the GTR.

If CPR and GTR cannot come to an agreement within 15 days it shall be settled by an engineer of the Board.

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P. 31 The Dinkey Engine

In time progress replaced the "*Big Car*" horses. A diesel locomotive known as the "*Dinkey*" engine, was designed by Engineer Johnson and built to specifications at the John Inglis Toronto plant about 1912, taking over the task of moving the big lumber laden railway cars throughout the McLachlin lumber yards. Kids marvelled at the tiny locomotive, and tried to hitch rides on it.

Benny Frieday , with a twinkle in his eye, recalls engineers Lloyd Cartwright and Jack Thoms peppering the kids with water which they had loaded in a grease gun, a harmless method to discourage them.

(There is a photo of the locomotive in original form credited to the Ontario Archives)

P.11 The Great Railway Celebration

Arnprior and the lumber industry received a real "shot in the arm" on December 8, 1864, the date the Brockville and Ottawa Railway, subsequently the Canada Central and later the Canadian Pacific Railway, rolled into town.

With the advent of the railway, McLachlin built his number 1 sawmill at a point about the centre of the bridge, and in the fall of that year commenced construction of mill number 2 On the easterly end of the "Mill" bridge. Both of these mills were water powered. The coming of the railway, while not exactly the demise of the lake steamers, did curtail their activity to a great extent. But the new railway ensured even greater potential for the lumber industry and the development of Renfrew County and the Upper Ottawa. Typical of McLachlin, the event did not go unrecognized.

Thursday, December 8, 1964, heralded what was termed "The Great Railway Celebration" at Arnprior. While the name of the building in which the celebrations were held is not mentioned in old documents, records state it was in a "large and commodious two-storey brick school". This no doubt was the Arnprior Public School situated on Ottawa Street where the present Walter Zadow School is located.

The dinner-dance was the most elaborate social event in the village since the visit of the Prince of Wales four years earlier. Hotels in town were crowded. Among the principal guests were J.G. Richardson, Managing Director of the B&O. Railway; R.P. Cooke, the railways Chief Engineer; R.R. Smith. Warden United Counties Lanark and Renfrew, along with members of the area Councils.

Chairman for the event was Daniel McLachlin who in his remarks said "Little did I once think we would ever have such a demonstration in Arnprior. When I first purchased Arnprior there was no talk of a railway; I found this place in ruinous condition, with only one or two shattered and dilapidated houses and the ruins of Buchanan's mills; within the last few years I thought we never would see the railway here; but thanks to the energy and financial abilities of Mr. Richardson we are now celebrating its arrival and completion to Arnprior, and I hope it will not remain here, but that it will go forward and onward."

Everyone likes to eat so they really dressed the menu which in those days was termed "Bill-of-Fare". Here it is: "Turkeys, roasted and boiled; fowls variously dressed; partridges; Wild Ducks; Geese; prairie Hens; Roast Beef; Round of Beef; Hams; Tongues; Mutton Hams; Jellies; Custards; Blanc-Mange; Whips; Pineapples; Apples; Pears; Almonds; Raisins; Figs; along with the other various fruits." The wine and liquor list included: "Champagne; Port; Sherry; Claret; Ale; Brandy; Rum; Scotch Whiskey etc."

And so McLachlin and Arnprior were on what would later be the main Trans-Canada line of the Canadian Pacific Railway. The lumber firm's transportation problems had come to an end. And in 1893, the Ottawa, Arnprior and parry Sound came through to Arnprior. This was later known as the Canada Atlantic; Grand Trunk; and lastly the Canadian National Railway.

Some interesting information relative to the Brockville and Ottawa Railway appears in the George N. Tackabury 1876 Atlas. Tackabury states that the original railway gauge was five feet six inches. This was changed in 1873 to four feet eight inches and one half because of interchange problems with railway cars.

The B&O reached Arnprior, as mentioned, in 1864 and Sand Point about three years later. It was extended to Renfrew in 1872 and the company intended at that time to extend the railway to Pembroke in the years 1875 and 1876. By this time the timber located within a reasonable distance of Arnprior along the Madawaska River was well cut out and with it came the period of the "shanties", first the "Camboose" and some years later the modern lumber camp.

P. 27 Railway track was laid from the lumber yard across the bridge and on up Madawaska Street to Elgin to the area of Edward Street and the new railway siding. Loaded horse drawn flat cars were used and while it was quite a haul up grade, the horses just coasted back to the yard with youngsters hitching rides on the empty cars.

P. 32 The Sawdust Express

The Ottawa Exhibition was just as popular, probably more so, than it is today, back in the booming lumbering era of Arnprior. McLachlins, recognizing what this meant to their employees and their families, made arrangements each year with the Canadian Pacific Railway to operate a special train from Arnprior to Ottawa, returning the same evening.

Both mills, all yards and ancillary operations would cease for that day and most everyone, along with their families, would board the ten car "sawdust special" train and off to the Fair. McLachlin paid the entire bill including midway rides, ice-cream and all the things the kids love.

P. 64 Gillies Brothers

In 1862 he purchased the Gilmour limits in the Mississippi River and the mill in Carleton Place. In 1873 Gillies bought the newly established sawmill of Rev. Henry Usborne at Braeside.

On July 4, 1910 fire destroyed the west lumber yard at Braeside. The sawmill was not damaged.

In 1919 the Braeside mill burned down. In the autumn of 1920 a new electrically driven brick and concrete mill was erected. At that time it was the first fireproof mill of its kind in Canada.

Dochart brick and Tile Works

Established by William Baker in 1868 on lot 7 conc. 13, McNab tp. and registered as the Dochart Brick and Tile Works. The company used clay from their pits on the banks of Dochart Creek. It was operated from its inception in 1858 (?) until 1947 at which time it was purchased by John S. McKay.

In 1851 McKay formed the Dochart Brick and Tile Company and the plant was rebuilt to specialize in the manufacture of the agriculture clay drain tile and the installation of the same.

The company was again reorganized in 1980 as Dochart Clay Products, a prime producer of clay flower pots.

P. 112 picture of CP station and gardens courtesy of Annie Young.

P. 118 picture of turntable flatcar, McLachlin Bros. hauled by a horse. Ontario Archives 52900 F.P. Hall.

P. 130 Diagram of McLachlin Bros. Mill and Yards courtesy Stewart Graham, Lavoie collection.

RG 46 vol. 1540 file 19817

Change of location of station and siding at Snake River.

7 May 1912 Reeve of Stafford Township.

Encloses petition and map regarding removal of station and siding at Snake River.

We understand the railway proposes to build a station and two sidings, one for business and another for meeting trains a mile or more east of the present station. Ask for an investigation. The changes will make it more inconvenient for shippers and the travelling public if the station and siding were moved nearer to Cobden. There is no place to cross the Snake River between the bridges indicated on the map. The present position is more convenient for farmers residing near Beachburg. About 100 tons of hay were brought from Beachburg side and stored here for shipment during the past winter. The proposed siding will be too close to the Cobden Pembroke road.

20 May 1912 Report from Inspector Clarke

I made a careful inspection on Saturday May 18th. I am strongly of the opinion that the CPR are within their rights to make the change as I am sure that the people living both east and west of Snake River station will be treated fairly and with the new site will have even better accommodation than they have at present. Original siding is stub ended and with a capacity of barely seven cars. 2 or 3 farmers will be put to some small inconvenience. The new station will be less than 3/4 mile east of present station. The extra distance will be about 400 yards. The additional accommodation will be ample compensation for the extra haul.

CPR contemplates putting up a better station, freight shed and platform. The space west of the roadway leading to the present station is too short to put in a serviceable siding on account of the Snake River crossing the railway immediately to the west end of the stub switch.

Recommends that CPR plans be accepted.

No indication on the file that CPR actually applied to change the location of the station.

RG 46 vol. 1419 file 16327

Station at Snedden

30 November 1910 letter from Blakeney Woollen Mills to Board

Application for a regular station instead of a flag station at Snedden.

21 December 1910 from CPR

Earnings at Snedden amounted to \$728.56 during 1909 and \$236.36 for eleven months of 1910. Earnings do not warrant a station. Snedden is located only 3.7 miles from Almonte and 5.13 miles from Pakenham.

25 January 1911 from Inspector Clarke

Called at the woollen mill on January 23. Making plans to increase capacity - will double the output. Recommends CPR be requested to erect a station, freight shed and suitable platform.

There is at present one long passing track and one leading track which will hold ten cars.

15 February 1911 from CPR

The present shelter was put up for passengers - would rather abandon the operations altogether.

16 February 1911 memorandum

Board has decided to take no action bearing in mind the low volume of traffic and closeness of other stations.

17 January 1963 from CPR Application to remove the shelter.

1 March 1963 order 110580 is issued.