

Cornwall subdivision

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8 July 1915 Letter from BRC to Department

Attaches copy of order 23948 of July 6 1915 recommending for sanction of the GIC a lease entered into by the Glengarry and Stormont and the CPR.

Order in council PC 1688 is obtained 23 June 1915. See data base.

Second order in council obtained in 1943 see data base.

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5 July 1915 From CPR Law Dept to Cartwright, at Board

Encloses copy of lease of Glengarry & Stormont Railway for recommendation of the board to the GIC.

6 July 1915 order 23948 is issued

23 July 1915 Order in Council 1688 is issued.

18 May 1943 order 63578 is issued

Copy of agreement

19 July 1943 order 63792 is issued

10 September 1943 OIC 6947 is issued

End of file.

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Station at Bridge End

8 September 1914 Application by Glengarry & Stormont Ry for approval of proposed station site.

Plan attached.

19 October 1914 order 22730 is issued.

25 February 1954 order 83191 is issued.

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Station at Glen Gordon

8 September 1914 application with plan

19 October 1914 order 22730 is issued

5 January 1951 From CPR to Board

Our station building at Glen Norman destroyed by fire 1230 pm. date. No freight or other traffic in building.

RG 46 vol 1566 file 22902.12

Construction in town of Cornwall etc.

8 September 1914 order 22500 is issued

26 August 1914 Plan and profile Highly detailed, two stall roundhouse, 70' turntable and connection to street railway.

31 May 1945 from town of Cornwall to Street railway

Your proposal to extend your lines along the CPR tracks and east parallel of the CNR thence south to the plant of Courtauld's Limited. It was felt that this would improve the situation by relieving the freight from the streets of Cornwall. Approves a motion to the commission.

15 July 1945 report of Inspector Kydd on accident on 8 July see data base.

As a result of this City would like to see CPR get out of city centre.

23 August 1949 Plan showing proposed interchange tracks with the Cornwall Street Rly.

This would move the interchange up to close to the crossing of the CPR and the CNR.

7 June 1945 plan showing proposed connections and trackage to be used by Cornwall Street Railway Light & Power Co.

This shows the trackage in detail.

12 September 1952 Plan showing additional trackage to be constructed at interchange with Cornwall Street Ry & P. co.

6 January 1953 order 80544 is issued.

RG 46 vol 1566 file 22902.16

Station at St. Telesphore.

2 February 1915 resolution of Municipality of St. Telesphore

Asks for a station in the village.

24 Feb 1915 Plan showing railway stations in and adjacent to the municipality of St. Telesphore.

25 March 1915 response from Glengarry & Stormont

To locate a station would mean an additional station within two miles of the junction between the G&S and CPR and that would be two stations on this line within little over five miles and within one mile of an existing station on the CPR. Complaint should be dismissed.

8 April 1915 from Inspector Lalonde

Could put in a flag station and dispense with the St. Telesphore station on the CPR main line.

Petition from residents north of St. Telesphore on main line wishing to keep the main line station.

17 August 1915 from CPR

Doesn't make a great deal of difference to us as long as we are not required to maintain two flag stations.

6 May 1921 from CPR

The cost of erecting a station at St. Telesphore and putting in a siding capable of holding 5 cars would be \$5,950.00. Would not be justified under present level of traffic.

14 June 1921 from H.P.E. Laberge, Priest

Very detailed discussion, shows houses, businesses etc. Commissioners were wise in choosing the site named Laberge (!).

20 July 1921 from Laberge, Priest

Asks for:

1. at Laberge, a building for freight and passengers.
2. At Laberge a siding capable of holding five cars.
3. Rename the St. Telesphore station on the CPR main line to St. George and the name St. Telesphore to the one now called Laberge.

26 August 1921 from CPR

No point in making any changes. The business from Laberge consists of milk shipments which are made from a platform located at the first public crossing west of the shelter and milk tickets are purchased either at Dalhousie Mills or St. Polycarpe, the rate being the same.

12 September 1915 report of an inspection by McCaul

No milk goes from Laberge - it all goes to the Creamery and Cheese factory. Recommend that CPR be required to erect a station at Laberge as well as a siding.

CPR ticket showing all stations

A few residents in favour of Laberge are offering a bonus to the CPR in the way of a land grant to build a station and platform with a sum of about \$500. The parish council passed a resolution in favour of Mount Joy. If the traffic is worthy of consideration it does not just at present warrant a change in the existing conditions.

22 November 1922 from deputy Chief Commissioner Nantel

Made a personal visit with Belanger and Lalonde.

Citizens of St. Telesphore are entitled to more accommodation for passengers as well as for goods shipped especially in the wet season as the roads are very bad at this time of year.

The St. Telesphore station on the main line, having first been opened, should be kept open. I believe that another station is required on the G&S branch. I think it should be at Montjoie. I order that the CPR be required to construct a station for the accommodation of passengers and freight. Siding to have a capacity of five cars in accordance with Mr. Belanger's report, the station not to be provided with an agent until further ordered; the works to be completed on or before first day of June next.

13 December 1922 order 33306 refuses application by residents of St. Telesphore.

31 May 1923 New petition from residents of St. Telesphore and Priest Laberge.

7 December 1922 from Jos Aumais, Parish Priest

Please treat this as confidential in order to avoid useless trouble.

Signatures presently being solicited to a petition with a view to transferring the station from Laberge to Montjoie. It also requests the construction of a heated station a siding and flag stop at Laberge.

My predecessor must have put forth great effort to win a point which meant so much to our village in the way of development.

It was found that a siding at Montjoie was impossible.

To keep peace I would suggest that you decide against any project that would favour moving the station to a point further from our village. I would accept a heated station and siding at Montjoie village if the thing were possible.

I have taken this step in the interest of my village to aid development and for the greater benefit of my parish. This little station is central, notwithstanding claims to the contrary, and since the board decided some time ago that Montjoie was unfavourable to the construction of a siding, I would be sorry to see this station moved beyond Montjoie, into the country and out of reach of reach to the majority of our residents who are now so convenient to the Canadian National Railway (sic)

3 April 1935 from Horace Gagne

The grain and feed co-operative society of St. Telesphore would desire to construct a store house at the very point where the siding was to have been built, near Laberge station. If the siding were to be constructed it would be desirable that it be constructed near the village rather than at any other point. Give the necessary instructions that the decision of the Board must be respected.

End of file.

RG 43 vol 532 file 16776

Route map

13 Aug 1913 encloses route map in duplicate.

23 Aug 1913 (Sat) heard by the Minister

Senate Bill F4 8 May 1913

Taking of land etc. compensation.