

Local Railway Items from Area Papers - L'Orignal Subdivision

25/09/1896 Eastern Ontario Review L'Orignal Hawkesbury

The Great Northern Railway Company, we understand, has made an informal proposal to the residents of Hawkesbury to construct a railway bridge across the Ottawa and erect repair shops there, the consideration to be a bonus of \$50,000. Several of the officials of the Great Northern were in Hawkesbury on Tuesday and submitted their proposal at a meeting of citizens.

21/07/1899 Eastern Ontario Review L'Orignal Hawkesbury

Work on the construction of the big bridge of the Great Northern railway at Hawkesbury is retarded just now on account of high water. Mr. A.H.N. Bruce, the engineer of construction, states that the water at Hawkesbury has risen some two feet by the recent rain falls. Where the piers of the bridge go the water is about twenty-seven feet deep and running about ten miles an hour, while at low water it is only 17 feet deep and running about seven miles an hour. Consequently it has been thought advisable to postpone some of the work for a month or so.

It is estimated that the cost of the bridge will be about \$400,000. The section of the bridge across the Grenville canal, according to the profile, is 42 feet above the water, thus allowing all boats to go underneath without any difficulty. The main section of the bridge is 56 feet over low water, with seven spans of 210 feet each.

At the Hawkesbury end there is a tressle [sic] approach of over 2,000 feet in length. Something like 800,000 feet of timber will be used in it. The end next the bridge is 56 feet in height from the base of the rail to the ground and tapers off to twenty-five feet, where the temporary trestle commences. This trestle runs over the streets of Hawkesbury at a height of 24 feet, continuing until the high ground is reached at the back of the town. A staff of men was started at work Monday morning preparing the foundation for this extensive work.

27/10/1899 Eastern Ontario Review L'Orignal Hawkesbury

Work is progressing very slowly on the Great Northern bridge over the Ottawa here, the depth of water and swift current is giving much trouble.

19/01/1900 Eastern Ontario Review L'Orignal Hawkesbury

Mr. Arthur Weir, one of the workmen on the G.N.R. bridge, was thrown into the rapids while returning to shore last Tuesday. He held on to the rope as long as he could and then tried to swim ashore. He could not do so and was carried some 500 yards down the river before he was rescued by some fellow employees who heard his cries for help. He has now quite recovered.

16/02/1900 Eastern Ontario Review L'Orignal Hawkesbury

Men are engaged putting up scaffolding preparatory to commencing work on the steel superstructure of the Great Northern bridge here. A portion of the steel superstructure will be completed this spring.

15/06/1900 Eastern Ontario Review L'Orignal Hawkesbury

Two men fell about 100 feet into the Ottawa last Saturday. They were at work on the G.N.R. bridge. One of them reached the shore uninjured. The other, M. Foucault, was carried down the river and drowned. His body has not been recovered.

22/06/1900 Eastern Ontario Review L'Orignal Hawkesbury

Michael Foucault Found

The body of Michael Foucault, who was drowned at Hawkesbury on June 7, while trying to rescue a drowning companion, was found in the river at Rigaud last week. Coroner McMahon held an inquest on Thursday at Rigaud. The jury brought in a verdict of accidental death by drowning.

21/09/1900 Eastern Ontario Review L'Orignal

It looks very much as though the Great Northern Railway intends to come right through Vankleek Hill.

For the present at least the trains will go through here.

The branch road from Hawkesbury to Glen Robertson will be put in first class shape.

A large gang of men was put at work this week. New rails, new ties and practically a new road bed is to be put down and the branch road made as up to date as the main line.

If the branch road is used permanently all the G.N.R. trains will pass through here, both passenger and freight.

19/10/1900 Eastern Ontario Review L'Orignal Hawkesbury

Great Northern Line

Announcement is made that the Great Northern Railway will run its first freight train from Hawkesbury to St. Benif? this week, a distance of one hundred and sixteen miles. The work is almost complete. The bridge at Hawkesbury will be done before Thursday. The railway was begun in May 1899. Work has been ? upon since without interruption. It will cost, with equipment, something in the neighbourhood of \$12,000,000. ???twenty-eight miles of the road was built between St. Jerome and Joliette and this piece has been in operation under the new charter, this will become part of the larger design which was to form an outlet for the Canada Atlantic to Quebec.

Illegible

There were no engineering difficulties, although twelve bridges in all were necessary. Of these, the one over the rapids at Hawkesbury is the most important, having seven spans and costing in the neighborhood of \$830,000. The old road was almost rebuilt as it was in such poor condition. The company employed something like ??? Besides a large amount of local labor, and the payroll per month averaged between sixty and seventy thousand dollars. Of the twelve bridges, the most important are those at Hawkesbury, Maskinonge River and Riviere du Loup. For this work the contracts were divided between the Dominion Bridge Company and the Hamilton Bridg Company - Gazette.

26/10/1900 Eastern Ontario Review L'Orignal Hawkesbury

Hawkesbury

The first passenger train over the G.N.R. passed over the bridge here between 5 and 6 o'clock on Wednesday afternoon. A large number of citizens turned out to witness the sight.

Great Northern Line

Quebec advises that the Great Northern will begin its regular services between Hawkesbury and Quebec next Monday (12/11), the first passenger train leaving early in the morning/ The timetable has been prepared and all is ready for freight and passenger traffic.

The steamer Alw??, which is booked to carry the Great Northern's first grain cargo to Europe, left Antwerp for Quebec, October 25, and is due in Quebec November 10. The boat is bringing 5,800 barrels of cement to be used in the building of the Quebec bridge. The cargo will be unloaded at Victoria Cove - Gazette, Nov 3rd

07/02/1902 *Eastern Ontario Review* *L'Original*

The G.N.R.

The Great Northern Railway will soon have an entrance into Montreal, notwithstanding the drawbacks attendant upon the beginning of operations of a new line of railway.

21/02/1902 *Eastern Ontario Review* *L'Original*

G,N,R, is sold

Purchase of Canadian railways by American capitalists still continues. It is now announced that the Great Northern railway which runs from Hawkesbury, Ont., to Quebec has been secured by the St. Lawrence and Adirondack system as part of the deal whereby the Canada Atlantic and Parry Sound system goes into the hands of Dr. Seward Webb and his associates.

This will give them an independent route to Quebec and assure them an Atlantic seaport without encountering the opposition of the Canadian pacific or grand Trunk systems at Montreal.

09/01/1903 *Eastern Ontario Review* *L'Original*

L'Original

L'Original is to have the manifold blessings of a railroad, the ideas of a few to the contrary notwithstanding. This is being brought by the establishment of three lumber industries this coming year within the corporation limits.. Before the end of the year, it is safe to predict we will have another industry. Our splendid factory sites will soon become known and L'Original's future will be assured. Therefore the County Town can metaphorically hug itself and congratulate itself on the certainty of its future prosperity. - L'Original Advertiser

27/02/1903 *Eastern Ontario Review* *L'Original*

There is now no doubt that the Great Northern Railway running from Hawkesbury to Quebec has been sold to McKenzie and Mann of the Great Northern.

The Hawkesbury and Joliette train has been withdrawn on the G.N.R through lack of traffic.

13/11/1903 *Eastern Ontario Review* *L'Original*

Hawkesbury

Killed on the Bridge

Seven horses, the property of Messrs. J. Owen, & Sons, Stonefield, attempted to cross the big bridge over the Ottawa river at Hawkesbury on Saturday last, as a result of which two of them are dead and the others badly scratched.

The horses escaped from their enclosure and crossed the bridge over the canal and then wandered on until they came to the big Great Northern Bridge. They entered on this and got partly across when, for some reason, they attempted to turn, and got their feet down between the ties of the bridge.

Just at this time a G.N. train was coming and the horses were noticed. Five of them escaped with bruises, scratches and sprains. Two of them got down, could not be raised, and had to be killed. It took many blows with an axe to put them out of misery.

They were valuable animals and the loss to Messrs. Owens will be heavy.

John F. lost his pretty little driver.

19/02/1904 *Eastern Ontario Review* *L'Original*

Hawkesbury

The G.N.R. has abandoned its passenger service from Hawkesbury to Montreal. It may be resumed next summer.

03/02/1905 *Eastern Ontario Review* *L'Original*

The O.R. Railway

The contract for the construction of the Ottawa River Railway Company's line between Ottawa and Montreal has been awarded to Mr. P.E. McGrath, of Easton, Pennsylvania.

The first section to be built will be that between Hawkesbury and Montreal. This line passes through St. Eustache and St. Andrews. The Ottawa river will be crossed over the Great Northern Railway bridge at Hawkesbury, thence the south shore of the Ottawa river will be followed to Ottawa. This railway now will serve a district which is almost destitute of railway facilities, and it is claimed for it that it will be the shortest line between Montreal and Ottawa.

The location of the line through Ontario is about midway between the Canada Atlantic line to Parry Sound and the Canadian Pacific line to Toronto.

24/03/1905 *Eastern Ontario Review* *L'Original*

Another Railway

Application has been made to the Provincial Government for a charter to incorporate a company to build and operate a railway from a point near Toronto to a point near Ottawa, passing through the counties of York, Ontario, Durham, Northumberland, Peterborough, Hastings, Lennox, Addington, Frintenac, Lanark and Carleton, there from Ottawa to Hawkesbury, in Prescott county. McKenzie and Mann are said to be behind this scheme.

26/01/1906 *Eastern Ontario Review* *L'Original*

Mr. C.W. Spencer, general manager of the G.N.R. stated this week that early in May next work would be commenced on a new line from Hawkesbury to Ottawa. This would be rushed forward as rapidly as possible. When this line is completed it will be the shortest line between Montreal and Ottawa.

There are no difficulties in the way to prevent rapid construction. The line will run somewhere between Vankleek Hill and L'Original. Mr. Spencer says the new line will be in operation to Ottawa by next fall. It is not yet known whether the new line will swing into the county town or not! The people of L'Original will certainly make a big effort to induce the company to run at least as close to the town as can possibly be done. The surveys are all completed and plans ready to begin work. The line will also be extended at once from Ottawa to Sudbury to connect with the James Bay railway. Extensive improvements will also be made from Hawkesbury to Quebec. The road between Hawkesbury to Montreal will be an air line.

09/02/1906 *Ottawa Journal* *L'Original*

Ottawa

New Railway for Ottawa

Great Northern to come here this year.

W. MacKenzie of Mackenzie and Mann who is in the city today says that the Great Northern will reach Ottawa in the fall of this year. The road is now built to Hawkesbury and surveys have been made along the Ottawa River to this city. It is his intention to do considerable railway building in Ontario during the coming summer.

Employees of the Grand Trunk Railway and surveyors of the Canadian Northern Railway came into clash Thursday on GTR property near the Rideau River and matters had a decidedly interesting look for a while. Constable Joseph H. Butler, who looks after the interests of the Grand Trunk at the Central Depot took a prominent part in the affair, and the whole thing ended up in the Canadian Northern men having to temporarily suspend their work. It appears that a party of civil engineers of the Canadian Northern were on the Grand Trunk's right of way surveying, it is said, for a proposed line for the Canadian Northern from Hawkesbury to Ottawa. They were noticed by a gang of section men employed by the Grand Trunk, and not being recognized as being employees of the Grand Trunk they were questioned as to their right to be on the property. No authority to be on the GTR. Continued to work. Constable Butler went to the scene but verbal efforts on his part seemed to be of no avail so he quietly walked over to the Canadian Northern's outfit, tipped up one of the legs of the sighting machines and that put the sights askew, making further work somewhat difficult. CNoR allowed to survey the next day.

Canadian Northern want to enter on street level - propose to cross nine streets. More.

How CNoR plans to enter Ottawa. Plan - get copy.

Ground will be broken tomorrow on the construction of the Canadian Northern Railway system between Ottawa and Hawkesbury. The section to Rockland will be first undertaken and as soon as entrance to city is determined the other section will be gone on with. Mr. J.G. Schell M.P. for Glengarry, who has the contract, has divided up the work on the Hawkesbury - Rockland section, and sub-let it to six different parties, Glengarry men who are accustomed to sub-contract with him.

New Railways Through Prescott
Ground was broken on Monday, in connection with the construction of the Great Northern Railway system between Hawkesbury and Ottawa. The section to Rockland will entrance ? to the city is determined, be first attended to, and as soon as entrance to the city is determined, the other section will be gone on with. Mr. J.G. Schell, M.P., who has the contract, says that he has divided up the work on the Hawkesbury-Rockland section, and sublet it to six different parties - Glengarry men who are accustomed to su-contract with him. There is no difficulty n getting navvies, and operations will be rushed , so that early next year another road will be enhancing the status of Ottawa as a railway centre.

Alfred
The canadian Northern Railway is now buying a right of way through this township, and is now at St. Thomas d'Alfred. They are going to work right away.

New line to Ottawa shorter than the CPR. Fast service.

Work is now in progress on the new Great Northern Railway between Ottawa and Hawkesbury. Mr. McKeown, of Maxville, has the contract for the work between Hawkesbury and L'Original. Mr. Kippen, also of maxville, has the contract for five miles west from L'Original. Both of these sub-contractors have men at work, and are under instructions to rush it as rapidly as possible. This means that we will soon have railway connection with the County Town. It also means a great deal to the Cpunity of Prescott, as there will be a big effort to induce the railway people and the government to unite and put a passenger bridge in connection with the big railway bridge over the Ottawa at Hawkesbury. This could be done ar small cost, and would be a great convenience to all these counties in Eastern Ontario and Quebec.

The trestle work of the Canadian Northern at Lachute was burned this week.

Mr. W.P. McAlpine has taken a contract for the grading of several miles of the new railway in Alfred Township

Forty miles already built of C.N.R. line between Hawkesbury and Ottawa. Mr. D.D. Mann, of MacKenzie and Mann, was in the city today. Seen by your correspondent, ... "How is your work in Quebec and Ontario getting along?" ... "About forty miles of the road between Hawkesbury and Ottawa is built and once the Capital is reached we will have a through line between Ottawa and Quebec..."

George's Lake. It is expected that construction work will recommence here on the Canadian Northern Rly. Early in April and farmers with help and spare teams are arranging their plans accordingly

Clarence. The C.N. railway are busy putting up fence posts in Clarence, and the wire is a short distance east of this place.

mr. Johnson, who has the contract for moving houses on the C.N.R. right of way, is moving a house on the W.C. Edwards land. Mr. Dixon the fence contractor, has finished in Rockland and is on his way to Cumberland,

Ottawa Aug 3. - Mr. Carey, C.E. of Montreal, has been appointed by the Deputy Minister of Railways to investigate and report upon the route of the Canadian Northern short line through Eastern Ontario, and is now engaged upon the work. His report will be ready to lay before the new Minister of Railways as soon as the latter gets into official harness. The route of the C.N.R. into Ottawa will be formally decided at the same hearing, although the Company has practically accepted the route suggested by the Deputy Minister of Railways, namely that of the Grand Trunk from the Rideau River to the Central Station.

30/08/1907 Eastern Ontario Review L'Orignal Rockland

Rockland. The house moving on the new C.N.R. right of way down in the Flats is just about complete. The work of building the dump across Mill street has been stopped on account of the main water pipe. The company have to drive spikes and build a culvert.

13/09/1907 Eastern Ontario Review L'Orignal Rockland

The work of moving the houses belonging to the W.C. Edwards is about completed

25/10/1907 Eastern Ontario Review L'Orignal Clarence Creek

Clarence Creek - The C.N.O. railway are progressing rapidly with the trestle work in this section.

17/04/1908 Eastern Ontario Review L'Orignal Clarence

Clarence. One of the trestles on the C.N.R. railway has partly given way. It will require a good many hours hard work before it is fitted up again.

20/05/1908 Ottawa Journal L'Orignal Rockland

The work on the Canadian Northern Railway is virtually at a standstill at the present time. The chief engineer was here this week looking over the line, and it is learned that within the coming week it will be definitely known whether they are going ahead with the line this summer or not.

27/05/1908 Ottawa Journal L'Orignal Rockland

The C.N. Railway Company, who were pile driving on Mill street at the creek, have finished their work there and are moving the piledriver up Beckett's Creek, where some trestle work is being done. No definite word has yet been received as to whether the company will actively resume operations during the summer season.

17/07/1908 Eastern Ontario Review L'Orignal

Slow Progress on C.N.R. line

Nothing is doing this summer in connection with the building of the Canadian Northern railway into Ottawa from Montreal. The line already runs from Hawkesbury to Montreal, the company having acquired the old Great Northern road, while a more direct route, a part of the way, was contemplated between Hawkesbury and Ottawa contracts were let a considerable time ago and a good deal of progress was made in the construction. The most of the grading has been done and the line laid out all along the way. This summer, however, little has been done.

A reporter was informed from a reliable source that financial stringency is accountable for the work not going ahead and that the company is waiting action on its application for a subsidy. The line in view will run from Montreal to Georgian Bay by way of Ottawa, but the more active operations have been on the Montreal and Ottawa sections. If a subsidy is voted it is probable that this part of the work at least will be finished without delay. The company's original plans contemplated the running of trains into Ottawa long before this, but the great volume of work it is doing throughout the country and the unfavorable conditions of the money markets have interfered with the carrying out of the project. Tuesday (14/7) morning the house brought down a proposed subsidy of \$3,200 per mile for the Hawkesbury-Ottawa branch and it is now probable the work will be proceeded with.

29/07/1908 Ottawa Citizen L'Orignal Greens Creek

Work has been begun again on the construction of the Canadian Northern railway. Thomas and Petrie are at work with a gang of men in the stone cuts below Greens Creek which is about six miles from the city. They expect to have the stone work done up as far as Greens Creek this week and will then begin back at St. Joseph's village levelling the way through the rocks there.

14/08/1908 Eastern Ontario Review L'Orignal Rockland

A number of men are at work on the C.N.R. rushing the line to Ottawa.

17/09/1908 Ottawa Citizen L'Orignal

CNR entrance into Ottawa, would like to build across the Stewart property. -- Expect to have trains running here this fall -- the line is graded and track laying well advanced -- cannot afford to pay running rights from Hurdman's bridge.--

18/09/1908 Ottawa Citizen L'Orignal

The contractors who have the job of grading the Canadian Northern between Hawkesbury and Ottawa have received orders from the company to have their work completed by Oct. 15th. For some time past the company have been laying rails at the rate of a mile a day and this week is now about 40 miles from the city. The station at St. Joseph has been completed and Mr. A. Routcliffe, who has the contracts for building the stations, is making preparations for the rapid construction of the remaining buildings. S. Grant & Co. are working at the grading between Green's Creek and Ottawa. The trestle across Green's Creek is completed and the other trestle work is under way.

21/10/1908 Ottawa Citizen L'Orignal Greens Creek

The cement work for the big trestle across Green's creek in connection with the Canadian Northern railway will be ready for the iron work in two weeks. This trestle will be about 300 feet long.

23/10/1908 Eastern Ontario Review L'Orignal Treadwell

The C.N.R. have completed their tank and engine house at Treadwell

12/11/1908 Ottawa Citizen L'Orignal

The work of making the rock cuts on the Canadian Northern railway between St. Joseph and Ottawa has been completed. The grading has been completed to this side of Greene's [sic] creek, all ready to lay the rails. The company will not go any farther until some arrangement is made with regard to the entrance into Ottawa.

13/11/1908 Eastern Ontario Review L'Orignal Rockland

Rockland. The C.N.R. are rushing their work. The rails and outfit are three miles east of here now. The water tank is being built.

13/11/1908 Eastern Ontario Review L'Orignal L'Orignal

The first freight on the C.N.R. Ottawa-Hawkesbury branch will be loaded at L'Orignal tomorrow. It will consist of two cars of hay shipped by Mr. E.A. Hall to Lachute and Brownburg. Mr. Gruer will superintend the loading.

The Ottawa Citizen says:

Trains of the Canadian Northern railway will be coming into Ottawa early in the spring. Track laying is practically completed between Hawkesbury and the Nation river, while gangs are working from Rockland east and west. The question of entrance into the city is one of the matters which needs to be determined. The company presented two plans both of which caused objections on account of the level crossings, which were involved. It was then practically decided by the deputy minister of railways that the entry should be over the existing tracks from Hurdman's Bridge in, but to this the company objects on account of the heavy compensation which might be extracted. There is a scheme for another independent entrance cutting across Regan's hill and striking the G.T.R. adjacent to the Varsity oval. It is expected that the question will be determined early in the winter to permit of the train service begin operated with the opening of spring. Officials of the company are now in the city.

The Free Press has the following in this connection:

"The Canadian Northern Railway has renewed its application for permission to enter the city by crossing Hurdman's Road south of Contagious disease hospital. A year ago the railway asked permission to run its line by way of Stewart property near Hurdman's Road. The city asked the railway to come in along the same route as the other railways entered Ottawa, right at Hurdman's Road, but no decision was arrived at. The C.N.R.'s application is the same as before and plans for the proposed route have been fyled in the City Engineer's office. The application will be heard by the Minister of Railways and Canals on December 17. The city will oppose the application, as it is thought preferable to have all railways enter over a single esplanade. If the application is granted the C.N.R. would probably cross Hurdman's Road by means of a viaduct.

11/12/1908 Eastern Ontario Review L'Original Rockland

The tank for the C.N.R. is finished and the track is laid as far as Beckett's Creek; the weather being favorable for the work.

18/12/1908 Eastern Ontario Review L'Original

C.N.R. Entrance into Ottawa

Telegraphic advices from Ottawa state that while the question will not be definitely settled until next week, the probability is that the Canadian Northern will get its entrance into the capital over the present Grand Trunk tracks running into Central Station along the Canal bank. At present the Canadian Northern line is constructed to a point about two miles outside of Ottawa, and progress with the work of building it is arrested pending the result of the negotiations for an entrance. In all probability the line will come in along the canal reservation, on which the Grand Trunk tracks are built. The land is government property and the policy of the authorities seems to be to bring all the railways in over this ground as the New York and Ottawa and the Canadian Pacific also enter the city by the same route which originally belonged to the Canada Atlantic. If the Canadian Northern acquires the Parry Sound line of the old Canada Atlantic, it is probable that it will join that line some distance from the station instead of building new tracks to the canal reservation.

14/01/1909 Ottawa Journal L'Original Rockland

All work on the Canadian Northern Ontario railway has ceased and it is understood that most of the employees will leave this week. This will mean a great loss to the activity of Rockland.

22/01/1909 Eastern Ontario Review L'Original Rockland

The work of the Canadian Northern railway has closed for the winter, most of the employees having left.

19/03/1909 Eastern Ontario Review L'Original Rockland

A large number of men are at work clearing snow on the track for the C.N.R.

09/04/1909 Eastern Ontario Review L'Original Plantagenet

The men who have been working on the new line of railway have, after seven months labor, completed their work and are now ready to leave. The steel gang are busy laying the steel, and before many weeks it is to be hoped that the line will be complete.

09/04/1909 Eastern Ontario Review L'Original Alexandria

The Ottawa City Council has requested the Government to order the G.T.R. Co. to remove a big fence placed around the property where a big hoeland station was to be erected by the company, but which seems to have been abandoned.

23/04/1909 Eastern Ontario Review L'Original Ottawa

The work on the branch from Hawkesbury to Ottawa is completed as far as the limits of Ottawa. The mode of entrance to Ottawa has not yet been definitely settled upon. It is expected that the C.N.R. passenger trains will use the Union Station in Ottawa. They will be run in on a spur line while the through freight from the West will not go into the city yards at all.

27/04/1909 Ottawa Journal L'Original Rockland

Rockland. A party of engineers from here went to Janeville on Saturday to survey the road of the C.N.O. Railway into Ottawa.

28/05/1909 Eastern Ontario Review L'Original Clarence

Clarence. They are now ballasting the C.N.R. in this place. A number of foreigners are employed

01/06/1909 Ottawa Journal L'Original

City council approves C.N.O.R. plans for entering the city.--

11/06/1909 Eastern Ontario Review L'Original Ottawa

--The other entrance from the east is the one that has always caused the greater discussion and it will come before the minister on the same date. The latter line, which is the one to Montreal, proposed to cross the Rideau river about 1,000 feet south of the Isolation hospital and cut across to a junction with one of the existing lines near Gladstone Avenue. The company having receiving a subsidy vote from the federal government is going ahead with its line between here and Hawkesbury and the work is sufficiently advanced to justify the belief that the trains will be running to Montreal via Hawkesbury before the end of the year. The grading was finished some time ago.

25/06/1909 Eastern Ontario Review L'Original Rockland

Rockland. The C.N.R. track blasting [sic] is finished up this far.

09/07/1909 Eastern Ontario Review L'Original Clarence

The C.N.O. have been rushing the work in this place for the past few weeks. They have removed the steam shovel to Cumberland and that leaves this place very quiet for the present.

17/07/1909 Ottawa Journal L'Original

Map showing entrance route of Canadian Northern.

20/08/1909 Eastern Ontario Review L'Orignal

It is officially announced that the Canadian Northern Railway Company opened its line for freight service between Hawkesbury and Rockland today. This is an important advance in the new line from Ottawa to Quebec which is now rapidly approaching completion.

While the distance between Hawkesbury and Rockland is only about 35 miles the opening of that section will enable the company to get its forces organized so that when the line into Ottawa is completed it will be ready to commence operations.

It is also announced that the passenger line between Ottawa and Quebec via Hawkesbury and Montreal begins about September 15. Until the C.N.R. has its own line constructed into Ottawa it will use the G.T.R. tracks.

21/08/1909 Ottawa Journal L'Orignal Rockland

The C.N.O. are at present surveying for a spur in the A.C. Edwards & Co. yards.

26/08/1909 Ottawa Journal L'Orignal Cyrville

Great activity exists in the vicinity of Cyrville, where the Canadian Northern Railway line is planned, and the work of laying the roadbed is being pushed with all possible speed.

Mr. Bernard Slattery, who owns a farm in the vicinity, has sold twenty-three acres of gravel land to the company at a fancy figure and the output will be used on the road.

The incoming of the railway has caused quite a property boom in Cyrville, where it is likely a station will be erected, and the farmers are jubilant over the fact that they will have easy access to and from the city.

26/08/1909 Ottawa Journal L'Orignal Rockland

Rockland. The Canadian Northern station is about completed and trains are now running daily between here and Hawkesbury. It is said that the road will be ready to carry passengers to the Central Canada Exhibition to be held in Ottawa next month.

02/09/1909 Ottawa Journal L'Orignal Rockland

The office of the C.N.O. has been removed to Ottawa. Mr. J.L. Mallory, the last of the staff leaves for the capital this week.

14/09/1909 Ottawa Journal L'Orignal Hurdman

The Canadian Northern Railway Company is pushing the work of construction of its entrance to city and work was started today on the bridge which will span the Rideau River about three hundred yards below Hurdman's Bridge. Nine concrete piers will be erected by Angus Sinclair who is building the Hawkesbury - Ottawa section of the line.

The steel superstructure will be constructed as soon as the concrete piers are in shape and it is expected that the line will be running into the Central Depot by the end of November. There are about 150 men now at work in the vicinity of Hurdman's Bridge. There are two construction trains and a steam shovel in operation. The headquarters of the work have been removed from Rockland to Hurdman's Bridge. J.R. MacKenzie is divisional engineer and J.M. Campbell, resident engineer.

The freight sheds and shops will probably be erected on the Stewart property which abuts on the site of the new bridge.

27/09/1909 Ottawa Journal L'Orignal Hurdman

The diamond crossing of the Canadian Northern Railway to cross the Canadian Pacific tracks near Hurdman's was completed Saturday, after several days of delicate operation. The diamond was tested today by the C.P. and found satisfactory. The crossing was procured at Niagara Falls.

The work is rapidly being pushed to completion on the country side of the river and the track is now laid to within two hundred yards of the C.P.R. tracks, the old St. Lawrence and Ottawa road. The grade on this side of the tracks has been reduced and the grade where it crossed the Cyrville road has now been raised to a height of eight feet. This will be further elevated to a height of eleven feet.

On the Ottawa side the engineers have already commenced the building of the cement piers which will carry the steel bridge which will afford ingress to the Canadian Northern to the city. One pier is practically completed at the shore line and two others are in course of construction. To admit of carrying material a temporary wooden bridge has been built as far as the centre of the stream. In all, ten piers will be built, two on the shore to provide for the approaches. It is expected that the laying of steel will be commenced in about three weeks time.

The surveyors stakes show that the railroad tracks will be produced from the bridge to the connection with the C.P.R. right of way about a quarter of a mile south east of the end of Nicholas street. It is understood that the company is to secure running rights from the C.P.R. so that entrance can be made to the Central Depot until such time as the esplanade scheme for all roads is definitely decided upon. There is now an application from the C.N.R. to the Railway Commission to cross Hurdman's road so as to gain access to the C.P.R. tracks.

The C.N.R. is losing no time in an attempt to have the road bed and tracks complete by this fall.

07/10/1909 Ottawa Journal L'Orignal

Council having second thoughts on crossing Hurdman road. Article.

09/10/1909 Ottawa Citizen L'Orignal

AGAINST C. N. R. LEVEL CROSSING

Official Report Said to Have Been Made.

May Have to Enter Over C.P.R. Bridge.

This Would Entail Slight Route Change.

Chief Engineer Mountain has made his report to the board of railway commissioners on the advisability of allowing the Canadian Northern railway to enter into the city over a level crossing on Hurdman's road. While this report is considered privileged until passed on by Chief Commissioner Mabec, it is understood that Mr. Mountain has reported against the Canadian Northern being allowed the level crossing applied for. Further than this, it is regarded as being almost certain that Mr. Mountain has recommended to the board that the route approved by the city council for the entrance of the C. N. R. into the city be withdrawn and that the road enter instead over the Ottawa & New York and C. P. R. bridge. Mr. Mountain's report will be forwarded on to Judge Mabec at Toronto and judgment will be given at the sittings of the commission which open there next week.

An adverse report, which the commission will in all probability accept, as Judge Mabec's aversion to a level crossing in any form is historic, will be a direct rebuff for the members of the board of control and those of the aldermen who favored the level crossing. Since The Evening Citizen first exposed this danger's full meaning and proximity to the city there has been a considerable change of feeling among the civic fathers and it is expected that if the railway commission turns down the application there will be no dissenting voice heard from the city hall.

The new route will call for the breaking of Hie C. N. R. line at a point outside the city and the putting in of a wide curve to the tracks of the C. P. R. some three hundred yards to the south of the now approved route. The main line will continue as heretofore right into the property of the old Stewnrt estate, which the C. N. R-purchased some time ago.

15/10/1909 Eastern Ontario Review L'Orignal L'Orignal

The lumber firm of Stearns and Son and Cote and Co. have commenced shipping lumber via Canadian Northern Railway

NEW ENTRANCE IS PROPOSED

C.N.R. Will Likely Use Another Route.

May Come in Over Old St Lawrence Tracks.

This Would Avoid Crossing Hurdman's Road.

When the Canadian Northern rail way application for a level croaelng over Hurdmans road comes up again before the Railway Commission, a new proposal will be made in which the necessity of a level crossing will be avoided. Chief Engineer Mountain and City Engineer Ker have been studying the situation and the result is Mr. Mountain will suggest to the Board an altatervative route avoiding any new crossing of Hurdman's.road. The suggestion is that the C.N.R. passenger trains enter the city over the old St. Lawrence and Ottawa tracks, now the C.. P. R and that all freight be brought on to the Mackenzie and Mann proierly between Hurdman's road and the C. N. R. tracks. This would do away with any new crossing of Hurdman's road. City Engineer Ker considers the suggestion a good one.

05/11/1909 *Eastern Ontario Review**L'Original**Rockland*

Some heavy blasting is being done by the C.N.R. on the spur line going into the lumber yards.

13/11/1909 *Ottawa Journal**L'Original**Ottawa*

City Engineer Kerr made a survey yesterday of the C.N.R. tracks at the corner of Gladstone avenue and Nelson streets near Hurdman's road, and found that the railway was encroaching upon the street property. One railextended four feet and another fifteen feet out into the roadway, together with several ties. Mr. Kerr has written to the C.N.R. and notified them to remove their tracks at once off the roadway.

15/11/1909 *Ottawa Journal**L'Original**Hurdman*

In view of the fact that the Railway Commission has refused the C.N.R. even a temporary level crossing over Hurdman's Road as a means of entrance to Central Station, it is probable that a temporary station will be erected in the vicinity of the intersection of Gladstone avenue and Nelson street. The railway line is now connected and ready for traffic from Quebec to Ottawa, and stations have been built all along the line even at Cyrville, just outside Ottawa. The C.N.R. officials in Ottawa who engaged upon the work at Hurdman's Bridge express ignorance of any such a move; but others who are known to be well in touch with the work claim that a temporary station near the Hurdman's Road will be erected soon.

16/11/1909 *Ottawa Journal**L'Original**Hurdman*

That work will be begun in the course of a few days upon the construction of a temporary passenger station near the intersection of Gladstone avenue and Nelson street, was the statement made to the Journal today by the C.N.R. officials engaged upon the work now in progress at Hurdman's Bridge.

"Have any regular trains been run over the line as yet?" was asked.

"Nothing so far except the construction trains," the official replied.

Continuing, he intimated that it would be some time yet before regular trains would be run but the temporary station would be erected immediately.

17/11/1909 *Ottawa Journal**L'Original**Hurdman*

As announced in the Journal yesterday the Canadian Northern Railway will proceed at once with the erection of a temporary station near Hurdman's road and Gladstone avenue. His morning a permit was applied for and granted at the city hall for the erection of a temporary station, office and freight shed, to cost about \$5,000.

The building to be utilized as an office and station will be 20x40 feet and the freight shed 30x80 feet. Both will be ironclad structures. The work of construction will be begun immediately as regular trains will be run over the line from Quebec to Ottawa in a few days.

22/11/1909 *Ottawa Journal**L'Original*

The Canadian Northern Railway has asked the Railway Commission for inspection of its new line from Ottawa to Rockland that it may be opened for traffic.

This means that Ottawa will have a new connection with Quebec later this month as the Canadian Northern line is open and running from Rockland to Quebec.

26/11/1909 *Ottawa Journal**L'Original**Hurdman*

Already the roof of the temporary station which the Canadian Northern Railway is erecting near the end of Gladstone avenue is being added and it is expected that by December 5th the station will be in condition for use. A large gang of men is at work on it.

This will complete the new line from Quebec to Ottawa for the present, for the tracks are already laid and with the exception of a little grading, which is being rapidly completed, the tracks are ready for use as far as the station. One of the construction engineers stated yesterday that were the station complete the trains would already be running.

The station, although a temporary one, will be a better class than the majority of citizens believe. It is a wooden structure of fair size and of plain design. Across the track the freight office and shed is being constructed and when the whole is complete it will be very convenient. It is about a hundred feet from Gladstone avenue.

There is quite a large gang of men at work on the completion of the track, but for all practical purposes it is ready for use.

It is expected by men connected with the railway that through trains will be running from Quebec to Ottawa within a week after December 5th.

26/11/1909 *Eastern Ontario Review**L'Original*

The Canadian Northern Ontario Railway Co. has made a formal application to the Railway Commission for an inspection of its line from Rockland to Ottawa.

This foreshadows an early opening of the line and will give the C.N.R. a direct line between Ottawa and Quebec via Hawkesbury.

29/11/1909 *Ottawa Journal**L'Original*

--A temporary terminus in Ottawa near the Ottawa and New York station will be utilized until the decision of the Railway Commission is given in regard to the use of the Central station, although the road thereto has been practically completed.--

The first train direct from Quebec City to Ottawa reached the Capital yesterday morning at about 11:30 o'clock and marked the entrance of the Canadian Northern Railway into this city.

The initial trip was successful in every way. Upwards of 400 passengers from Quebec, St. Jerome, Joliette, Lachute, Montreal and Rockland reached the new railway station at the corner of Hurdman's road and Gladstone avenue. They found there between 300 and 500 people to meet them.

The train consisted of six coaches drawn by engine no. 180. And of the coaches one was the convertible buffet sleeper "Balmoral" and another the convertible parlor car "Medley". As the train approached the bend in the track near the station it was assisted by a second engine; but with the exception of this the entire trip was made with the one engine drawing the six coaches, which were all crowded.

Second occasion.

Among the passengers was Mr. S.J. Rolland, ex-mayor of St. Jerome. It is interesting to recall that he was on the train that made the first trip from St. Jerome to St. Sophie, twenty-one years ago, and which line has since become part of the Canadian Northern system.

The train crew consisted of: conductor, Mr. G.B. Hibbard, Montreal; brakeman Mr. Lawrence McAllister, Montreal; baggageman, W. Lewis; engineer, Mr. James Later, Joliette; fireman, Mr. Joseph Roy, Montreal.

The train left Quebec at 11:15 o'clock Saturday night. Under the new timetable, which goes into effect at once, the train will leave there at 11 o'clock each night. The officials claim this route from Quebec to Ottawa is shorter than any other and that as a result the travelling public can now go from the Capital to Quebec quicker than ever before.

Ottawans who are now going to Europe will now be able to leave here by the C.N.R. at night and reach Quebec in time to go on the ocean liner the next morning. Officials Abroad [sic]

Many officials were on the train -- full details--

The station quarters now used are only temporary. It is intended as soon as the necessary permission of the Railway Commission is forthcoming, to make arrangements so that the C.N.R. trains can come into the Union station. Until then an arrangement has been made for taking passengers to and from the temporary station. Motor buses will leave No. 30 Sparks street, the city office of the C.N.R. half an hour before all trains leave, and will also meet the trains. Were entertained.

There were several Quebec newspapermen on the train and with others were entertained in the parlour car of the train by the C.N.R. officials.

On the arrival here the officials had luncheon at the Russell House. They were welcomed by Mr. Guy Tombs, general passenger agent, Montreal and Mr. S.J. Montgomery, general freight and passenger agent, Ottawa, and by Mr. F. Williams on behalf of local newspaper men. After that they had an automobile ride and visited many of the points of interest in the city.

In charge here.

Mr. Montgomery is in charge here, while Mr. John Leyden will attend to business at the Gladstone avenue station.

A "Y" has been built on the Cyrville road near the station, which will enable the engine to be turned around so as to allow of making the return trip. Freight sheds are well under way and will soon be completed.

The intention is to have a train leave Ottawa every day, including Sunday, at 8.30 o'clock and one will arrive each morning at 9.15.

Besides this there will be a daily service (Sundays excepted) from here to Joliette. This train will leave each morning at 8 o'clock and get back to the Capital at 6.10 p.m.

The cars supplied are most comfortable, are well heated, and there is every accommodation for the travelling public.

Advantage to Rockland

The present service does not connect directly with Montreal, and any Montrealers who were on the train reaching here yesterday connected by way of the Joliette branch out of Montreal. The C.N.R., however, intends later on to have a Montreal branch and a direct service from here to there. Work on this line is to be started in the spring.

The new line will be a decided advantage to residents of Rockland and other places quite near to the city. Heretofore, they have been able to come to the city on week days but not on Sundays. By catching the Quebec-Ottawa train each morning they can now spend the Sunday in the Capital, returning the same night.

Train service Now Open

Referring to the opening of the new train service on the C.N.R. from Quebec to Ottawa the Free Press says:

For a distance of 60 miles the line skirts the south shore of the Ottawa river, from the Capital to Hawkesbury. In this way a new chain of summer resorts for Ottawa people is opened up, and that many pleasure grounds will spring up along the river front is sure to be the case. The portion of the Ottawa touched is one of the prettiest sections of the entire river. Approaching Quebec the track skirts the St. Lawrence for a distance of 30 miles, making an excellent scenic route between Ottawa and Quebec.

But there is an advantage involved of greater significance to Ottawa, for a great distance the road runs through a country which has never heretofore been served by a railroad, and for its entire distance, the line gives a more direct connection with Ottawa of many busy hives of industry between Ottawa and the Ancient capital. A series of flourishing rural centres that the road will for the first time endow with the advantage of a railroad are Orleans, Cumberland, Wendover, Treadwell, Jessops Falls and L'Original. These are the villages of a prosperous farming community and all have a population of 5,000 people. With convenient local service these people acquire the habit of going to Ottawa to do their buying and general business. There is also afforded a more direct connection with Ottawa and the busy towns of Lachute, St. Jerome and Hawkesbury, which possess a population of 7,000. Trade between these places and local concerns is sure to feel a new impetus.

The equipment for the Ottawa division is as new and thoroughly up to date. A novel feature are the new palace cars of the convertible type, such as are in use on some of the larger American roads. The main feature of this type is that when the berths are not in use, they can be lowered in a recess beneath the car and moveable upholstered chairs take their place giving the car in the day time the appearance of a private or parlor car. At night the chairs are placed in the recess and the berths arranged in position. The porter in charge of one of the cars yesterday gave a demonstration of changing the car from one style to another, and all who witnessed it were much astonished at the simplicity and ingenuity of the arrangement, and also the comfort and roominess given to the car when used for day service.

The first-class cars are high backed 40 seat car finished in green plush and the second-class cars are comfortably upholstered leather seats.

A local service is provided for between Ottawa and Joliette daily except Sundays leaving at 8 a.m. and returning to arrive at Ottawa at 6.10 p.m. The daily through sleeping car service leaves Ottawa at 8.30 p.m. and arrives at Quebec at 7.30 the following morning. Returning it leaves at 11 p.m. and arrives at Ottawa at 9.45 the next day. Passengers from Ottawa can have their dinner on board when leaving and in the morning, returning, can procure breakfast on this train.

The temporary city office of the C.N.R. is located in the Russell House Block, and is in charge of Mr. S.J. Montgomery. A motor bus will leave the uptown office one half hour before each train is scheduled to leave or arrive and carry passengers and baggage to and from the station. Mr. John Leydon is in charge of the depot.

The C.N.R. proposed to commence construction early next spring of a line from Hawkesbury to Montreal. The route when completed will provide the shortest means of getting to the metropolis. That portion of the Ottawa Quebec line as far as Hawkesbury has been in operation for two years. The track in the immediate vicinity of the temporary station on Hurdman road is scarcely down a week so is in a rather primitive condition. Up to within half a mile of the city, the roadbed is well ballasted and in excellent shape.

Clarence. It is quite lively for those living close to the new C.N.O. railway with so many trains passing each day.

Railway Board

"I should say that probably this work was located there out of pure cussedness" remarked Judge Mabee in railway commission Tuesday on an application of the Canadian Northern railway to divert the Montreal road where the railway crosses it on the outskirts of Rockland, in the township of Clarence. The road has been diverted already and the line is in operation but authority for the work is now sought.

"There was no justification for it" added the chairman.

G.F. McDonnell for the Canadian Northern pleaded that the work had been approved by the board's engineer on the plan and inspection at the opening of the line. It was pointed out that this had been the practice.

Reeve Guibord suggested another plan altogether.

"Under the circumstances I do not see that anything can be done except to sympathize with you" observed the chairman and the deviation as now arranged stands.

04/02/1910 *Ottawa Journal* *L'Original*

May not use new station.

That the Canadian Northern Railway does not contemplate bringing their trains into the Central station until the latter is completed and perhaps not then, was the intimation given by Mr. D.D. Mann when in the city yesterday. Just at present and until the C.N.R. transcontinental line is completed it is not considered the C.N.R. would be warranted in paying the heavy charges demanded by the other railways to enter the Central Depot. The present traffic is slight and not much is expected of the line to Ottawa until connection is made with the West.

In fact it was vaguely intimated that the C.N.R. might not attempt at any time to enter Central depot, but may likely build a suitable depot of their own.

Mr. Mann stated that it was not proposed to use the high plateau of land south of Gladstone avenue for railway purposes. It will be kept for residential purposes.

Mr. Mann left for Toronto in his special car last night travelling over the C.P.R. line.

04/02/1910 *Ottawa Journal* *L'Original*

Night train is cancelled.

Mr. Wm. MacKenzie of the Canadian Northern arrived in the city yesterday with Mr. D.D. Mann. Discussing the C.N.R. entrance to the Capital, he stated that something must be done at once. The present terminus at this end of the line was merely a make-shift, he stated, and owing to its out of the way situation is a great drawback to traffic. Mr. MacKenzie declared that the Railway Commission, in refusing the road admission to the city beyond Hurdman's Bridge had placed the Canadian Northern in a most embarrassing position.

"Something must be done very soon," declared Mr. MacKenzie, "for the present Ottawa terminal is of little value. It was, of course, an experiment and we have found that a change must be made."

Asked regarding a report that the Canadian Northern had given up the night service between Ottawa and Quebec because of the location of the Ottawa and Montreal depots, Mr. MacKenzie stated that this was quite true. The new extensions of the line enabled a night passenger service to be arranged to the convenience of the travelling public generally and especially the citizens of Quebec and Ottawa. From the first the trains had been run under a disadvantage. As in Ottawa, the Montreal depot is in an isolated locality.

The handicaps were too great and the experiment thus proved a failure.

"With a new road," stated Mr. MacKenzie this morning, "these obstacles are hard to get over; it would not be so difficult with an old established corporation in more affluent circumstances." Then he smiled.

12/02/1910 *Ottawa Journal* *L'Original* *Hurdman*

Mr. D.D. Mann is not worrying a great deal over the obstacle that has been placed in the way of the C.N.R. through the refusal of the Railway Commission to allow the road to come any further into the city than Hurdman's Bridge. There are other cities in the Dominion that are occupying the attention of himself and his partner, Mr. Mackenzie, and he declares that it has always been his policy when a snag is struck in place to concentrate forces in the other channels where there is easy sailing. More.

14/03/1910 *Ottawa Journal* *L'Original* *Hurdman*

The Evening Journal was informed this morning by an official of the C.N.R. that within two weeks, undoubtedly, the difficulties encountered by the road in securing an entrance to the city beyond Hurdman's Bridge would be adjusted. He declares that the C.N.R. has agreed to build an overhead bridge over the C.P.R. and Grand Trunk tracks to Ottawa East in order that the course of Hurdman's Road may be diverted. Thus the new road will have an open path to the Central Station without encountering any level crossings.

29/03/1910 *Ottawa Journal* *L'Original*

The Canadian Northern Railway suburban service will likely go into operation on or before the first of May. A daily train will run between the city and Hawkesbury, taking in Besserer's Grove and other stations on the route. Arrangements are being made today in Montreal for the service and a schedule is soon to be drawn up.

25/04/1910 *Ottawa Journal* *L'Original*

Canadian Northern is after varsity oval.

Railway is anxious to secure it for station site.

Present site is unsuitable and the C.N.R. desires to be independent of other lines in this respect. More.

20/05/1910 *Eastern Ontario Review* *L'Original* *Hawkesbury*

One of the big concrete piers on the C.N.R. bridge over the Ottawa river at Hawkesbury has been discovered in a dangerous condition. The concrete is broken entirely through all the way around the pier and in its present condition the pier is useless. It is at present supported by heavy timbers but will soon be rebuilt. It is one of the piers on the shore and will be more easily repaired in consequence.

03/11/1910 *Ottawa Journal* *L'Original*

The Commission was informed by Mr. F.H. Phippen Q.C. on behalf of the Canadian Northern Railroad that their application to connect its lines with the New York and Ottawa Railroad was not so much for power to cross Hurdman's road as it was to allow connection with the New York and Ottawa Railway to be brought about so that the two companies could effect an interchange of traffic.

--Temporary measure, shunting track to be used for freight only. More.

Scheme for New Depot.

The question of the entrance of the Canadian Northern Ry. into the City of Ottawa and the depot facilities here is one of the chief railway problems which affect the capital.

Inquiring of railway officials and the Railway Commission, the Journal is informed that the C.N.R. has a choice of three entrances, each of them easy of arrangement. Two of them involve entrance from Ottawa East to either the present depot or that which the C.P.R. has in view when the dream of a tunnel is realized.

The third prospective entrance is the present Union Depot where it is understood the C.N.R. can acquire all the accommodation necessary.

It is the opinion amongst railway men that the C.N.R. will not attempt anything in the nature of a separate depot, but that at or near the Central Depot the station of the new Ottawa railway will be located.

07/05/1912 *Ottawa Journal* *L'Original*

Canadian Northern planning to run electric trains between Montreal and Ottawa.

Further report on May 10 - nothing worked out yet.

14/06/1912 *Eastern Ontario Review* *L'Original* *L'Original*

A serious accident happened on Monday morning at the C.N.R. station, when Joseph Belisle, carter for Messrs. Stearns had one of his legs broken in two places. The accident happened at the arrival of the train from Hawkesbury when Belisle was driving in to the station with a load of lumber, the horses became unmanageable and Belisle was thrown off the load, the wheel passing over, with the above result. Dr. Smith was called in to set the fractures and the injured man is now doing as well as can be expected under the circumstances.

07/08/1912 *Ottawa Journal* *L'Original* *Hawkesbury*

The Canadian Northern Railway is pushing ahead with the work of building an arch across Main Street to bear the track. The retaining wall abutments and piers are finished. The tracks are being raised about six feet above where they originally were in order to do away with any grade from the bridge to the station. Next week the arch spanning the street will be begun. It is to be sixty feet wide and will be a great improvement over the old wooden affair now doing duty.

12/09/1912 *Ottawa Journal* *L'Original* *Laframboise*

Laframboise station hit by lightning.

24/02/1913 *Ottawa Journal* *L'Original* *Hurdman*

James Hunter seriously injured as a result of a fall from a freight train at Hurdman's Bridge--

The boy, along with several other lads, had been drawing grips to the C.N.R. station. He boarded the train, intending to get off at the "Y" but in attempting to alight, he fell. He was tossed into the ditch by the engine. Signalman Farrell, picked the boy up in an unconscious condition --

08/08/1913 *Eastern Ontario Review* *L'Original* *L'Original*

There are now 110 men employed on the Canadian Northern Railway to repair the track which is reported to be in bad order.

24/02/1914 *Ottawa Journal* *L'Original* *Ottawa*

"In all probability the Canadian Northern Railway will run its passenger trains into the Grand Trunk Central station," said Sir William MacKenzie this morning. Sir William, when asked what station the Canadian Northern would use, stated that arrangements were being made to have the C.N.R. passenger trains use the Central station, along with the Grand Trunk and Canadian Pacific Railways. It is therefore unlikely that Ottawa will have another railway station or that the entrance of the Canadian Northern into the city will result in any more extensive building operations other than the erection of the new shops at Rideau Junction. The express passenger service, over the new line between Ottawa and Toronto, will, if all goes well, be inaugurated by about the first of July, but it is planned to start a local service, which will enable people living in the towns and villages along the line to reach the cities, about the first of May. The express service will consist of two trains a day from Ottawa to Toronto, one of them leaving about noon and the other at midnight. It is stated that the trip will be made over the new line in about an hour less time than it is possible to do at present.

More.

26/02/1914 *Ottawa Journal* *L'Original* *Ottawa*

Mr. D.B. Hanna, third vice-president of the Canadian Northern, was asked this morning where and when the new C.N.R. station at Ottawa was going to be.

"Why, we have a station in Ottawa now," he replied.

"But how about a new big station. Has not a site been selected?" Mr. Hanna answered that there was nothing to say at present regarding the company's plans in Ottawa, nor would there be for the next couple of weeks.

07/07/1914 *Ottawa Journal* *L'Original* *Ottawa*

After hearing the pros and cons the Board of Railway Commissioners granted the application of the CNOR for authority to cross the highway at Junction Gore in the Township of Gloucester, the tracks to connect with those of the G.T.P.

18/07/1914 *Ottawa Journal* *L'Original* *Ottawa*

The C.N.R. passenger service between that city and Ottawa, which was to have opened today, has been postponed. Mr. Montgomery, the local agent of the company, stated this morning that he had received word from Toronto that the inauguration of the service would not take place for a few days. No intimation has yet been received as to which station the trains will run into.

The C.N.R. official who was in town during the past week thought that the company's station on Henderson Avenue would be used. Other reports are to the effect that the company is negotiating for running rights on either the G.T.R. or the C.P.R. into Central station.

07/08/1914 *Eastern Ontario Review* *L'Original* *L'Original*

About fifteen cars of lumber including ties were shipped from the Stave Co's. yard per Can. Northern Railway during the past week.

25/08/1914 *Ottawa Journal* *L'Original* *Ottawa*

About forty passengers were carried in the two standard sleeping cars and the first class day coach attached to the first train to open the through service from Ottawa to Quebec and Valcartier over the new Canadian Northern line which left Ottawa at 7.15 p.m. yesterday.

Messrs. D.B. Hanna, vice president of the C.N.R., A.J. Hills, general supt., F.N. Wiggins, supt., and S.J. Montgomery, city passenger agent, were on hand to see the train off, beyond which there were no formalities.

The train for Quebec will leave the Central Station every evening at 7.15, three quarters of an hour after the arrival of the C.N.R. train from Toronto which leaves there at 9.20 a.m. And arrives at Quebec at 8.20 the following morning. The train from Quebec arrives here at 10 a.m. daily leaving Quebec the previous evening.

The inauguration of the Ottawa-Quebec service means also the opening of through service between Toronto, Quebec and Valcartier, via Ottawa. Stops will be made at all way stations on the new line between here and Joliette, Que. --

23/04/1915 Eastern Ontario Review L'Orignal Rockland

Rockland. A young man was brought here Wednesday with some bad gashes in his head caused by being hit by a chain rope that broke while working to clear the wreckage on the C.N.R. at Rivington Station, a short piece above Cumberland. His wounds were dressed by Dr. Wm. Darby, some fifteen stitches were required. He left this morning by C.N.R. for his home in Joliette.

26/10/1917 Eastern Ontario Review L'Orignal L'Orignal

L'Orignal. At last a carload of coal has arrived at the Canadian Northern Railway Station. It is now being distributed to residents of the town,

25/01/1918 Eastern Ontario Review L'Orignal Clarence

Owing to the bad storm a week ago the train service on the C.N.R. line was somewhat hindered for a day or so. The freight traffic just now is very heavy

17/01/1919 Eastern Ontario Review L'Orignal Hawkesbury

The big passenger [sic] of Mr. J. Lariviere which ran into a train in Hawkesbury a few weeks ago, is now being overhauled and repaired in Tweeds Garage here. It was badly damaged.

18/04/1919 Eastern Ontario Review L'Orignal L'Orignal

On Monday evening about 7:30 on the little daughter of Mr. John Davidson was killed at the CPR Crossing on the Hawkesbury Road.

She and her little brother will playing beside the track and it is thought the child try to catch hold of one of the iron ladders on the freight train which was moving slowly at the time. She missed her hold and fell, her legs slipped under the wheels and was badly crushed. Dr. McDonald was horribly called and the child was removed to the hospital where the leg was amputated., but she died a short time after, having lost a great deal of blood.

She was about 7 years of age.

Neither of her parents were at home when the accident happened

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

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

10/06/1920 Ottawa Citizen L'Orignal Cyrville Road

HORSE IS KILLED, BUT DRIVER ESCAPES
Cyrville Resident Claims Whistle Did Not Blow.

An accident in which Mr. T. Ogilvy of Cyrville had a narrow escape from death occurred at the Cyrville road railway crossing a mile from Cyrville. Mr. Ogilvy was driving across the track when a Montreal-Ottawa train crashed into his horse. Fortunately he escaped without injuries but his horse was killed and his rig badly smashed up. Mr. Ogilvy's claim is that the train failed to blow its whistle. He drove onto the crossing not hearing the approach of the engine. Constable Emile Steyvers of the Eastview police reported the case to the authorities.

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

Fatal accident
(The Hawkesbury Echo)

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

--

Belle Isle died, Sauve recovered

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

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

24/06/1921 Eastern Ontario Review L'Orignal Hawkesbury

Hawkesbury

The Government intends to shortly close the local station of the G.T.R. and use the C.N.R. station. Mr. E.C. Higginson has been appointed town ticket agent for the two companies, Mr. McCrea's office is to be closed.

22/07/1921 Eastern Ontario Review L'Orignal Hawkesbury

The heat was so terrible in Hawkesbury last Friday that men on the C.N.R. track had to quit work and seek the shade.

10/02/1922 Eastern Ontario Review L'Orignal L'Orignal

The railway station at L'Orignal is in a disgraceful condition. The plaster is falling off every day on top of those waiting for trains. This ought not to be with a Government railway. We hope this state of affairs will not last much longer.

24/02/1922 Eastern Ontario Review L'Orignal L'Orignal

L'Orignal. Our local co-operative appears to be doing a good business, as of recent date several cars of feeds, flour, salt, coal, tec., have been received by them at the station here.

24/03/1922 Eastern Ontario Review L'Orignal L'Orignal

The C.N.R. station here is now presenting a very respectable appearance since it underwent the needed improvements referred to in these columns some weeks ago. Both the agent office and the waiting room are now a credit to our King government.

14/04/1922 Eastern Ontario Review L'Orignal L'Orignal

L'Orignal. The Can. North Ry. are continuing their improvements around the station here. They recently finished the much needed improvements to the interior of the station and now they are having their road from the street to the station macadamized for which two cars of gravel have arrived for this purpose. Besides a new sidewalk will be built along the road which will save our citizens from flunkawting in the mud on their way to and from the station.

Hawkesbury Man Killed on Bridge

Daniel Timmins, 32, met instant death

Daniel Timmins, age 32 years of Hawkesbury, while walking across the Canadian National Railway bridge, between Hawkesbury and Granville, was struck and instantly killed by an eastbound passenger train running between Ottawa and Montreal, about 6.50 o'clock Sunday night. The unfortunate man had been to Granville and had started to walk back to Hawkesbury over the railway bridge where he met with the accident. An inquest will be held. He is survived by three brothers.

The train was in charge of engineer F. White, of Montreal. It left Ottawa at 3:45 Sunday afternoon.

31/12/1923 *Ottawa Citizen* *L'Original*

Rockland

Canadian National Railway Constable Alfred Proulx last evening arrested two boys, 11 and 12 years of age, at Rockland, and brought them to Ottawa on a charge of breaking and entering a C.N.R. freight car at Rockland. The boys were placed in the Detention home during the night and will be arraigned in Juvenile Court.

01/08/1924 *Eastern Ontario Review* *L'Original*

Hawkesbury

Mr. Ernest Quesnel, employed as driver by Mr. X. Lamouroux, came near being killed on [illegible] last week. While standing in front of his team in Manson's Co. yard, a steam engine came along and the horses, being frightened, ran away, the heavy wagon passing over Mr. Quesnel's body. He was picked up and taken to Dr. Pattee's hospital where it was found he had one leg broken and three ribs broken. He is doing fairly well today.

29/08/1924 *Eastern Ontario Review* *L'Original*

Hawkesbury

the C.N.R. company requested us to state that trespassers on the bridge will hereafter be prosecuted according to law. So beware as they mean business.

23/07/1925 *Ottawa Citizen* *L'Original*

Orleans

AGED MAN KILLED BY TRAIN AT ST. JOSEPH'S

Mr. John Murphy Struck by C.N.R. Train at St. Joseph d'Orleans.

Mr. John Murphy, an elderly resident of St. Joseph d'Orleans, was instantly killed when he was struck by a C.N.R. train bound for Ottawa, about five o'clock yesterday afternoon, almost in front of the St. Joseph d'Orleans railway station.

Mr. Murphy, who was seventy-three years of age, and was residing with Mr. Richard Kelly, the station-master, had been feeding some hens in a yard across the tracks. According to those who saw the accident, Mr. Murphy was within a few feet of the railway tracks on his way back to Mr. Kelly's home, when the train was approaching the station. Apparently in the belief that he could get across safely before the arrival of the train, Mr. Murphy endeavored to cross the tracks, but was caught by the cowcatcher of the engine and hurled some distance on to the road.

The unfortunate man was carried into a neighbor's house, but when Dr. R. L. Hamilton, who was summoned, arrived he found that the man was dead. In Dr. Hamilton's opinion death had been instantaneous from a fractured skull, and other serious injuries.

Neither the engineer of the train which it is stated struck Mr. Murphy or the conductor was aware that an accident had happened until the train arrived in Ottawa, when the report was sent in from St. Joseph d'Orleans by the stationmaster. The engineer was Mr. R. F. Wilson, 180 Isabella street, who stated that when his train was approaching St. Joseph d'Orleans station he had seen a man crossing the tracks about two pole length ahead of the engine, and thought he had got clear. An examination of the engine when it reached Ottawa, failed to show any indications of an accident having occurred.

Dr. S. Kirby, the coroner for Russell and Prescott counties, who was advised of the accident, journeyed from Hawkesbury to hold an inquest at St. Joseph d'Orleans.

After empanelling a jury, the coroner adjourned the inquiry until Wednesday next.

Also reported by the Journal same date.

30/07/1925 *Ottawa Citizen* *L'Original*

Orleans

RETURN VERDICT OF ACCIDENTAL DEATH

A verdict of accidental death with no blame being attached to anyone was yesterday afternoon returned by the coroner's jury which inquired into the death of John Murphy. 73-year-old resident of St. Joseph d'Orleans, who was struck by a C.N.R. train at St. Joseph on July 22nd. The inquest, which was held at Cumberland, was presided over by Dr. S. Kirby, of Hawkesbury.

The evidence of witnesses showed that Mr. Murphy had started to cross the tracks almost in front of the station at St. Joseph, then started back again, and then apparently tried to cross again. Mr. R. F. Wilson, 180 Isabella, street, the engineer, testified to having seen the late Mr. Murphy crossing toward the station but thought he had got clear of the tracks and was not aware that the engine had hit him until his train arrived in Ottawa.

Further along on the right of way were some children and berry-pickers, and the engineer, thinking Mr. Murphy had crossed unhurt, devoted his attention to those ahead of him.

The other evidence showed the late Mr. Murphy had apparently been struck by, the cylinder at the side of the engine which broke his leg and smashed in his skull.

The jury, after being out for a short time, returned a verdict of accidental death.

14/08/1925 *Eastern Ontario Review* *L'Original*

L'Original

A Star car with a Canadian license ran into a C.N.R. train at L'Orignal on Wednesday afternoon, and smashed up the machine. He was travelling fast, and probably thought the train would clear the crossing. It did not.

19/08/1925 *Ottawa Citizen* *L'Original*

Wendover

TRUCK DRIVER HAS REMARKABLE ESCAPE

Thos. McCormick of Rockland Thrown with Machine When Train Hits It.

Thomas McCormick, of Rockland, got the biggest surprise of his life yesterday afternoon when a motor truck which he was driving, was struck by a C.N.R. Montreal-Ottawa passenger train near Wendover. He is at present a patient in the Civic, hospital still wondering why he was not killed.

His injuries are not serious. Herbert McGinnis, of Alfred, who was with him, was uninjured, while the truck in which they were driving is a complete wreck. Both men are employes of a contracting firm which is doing road construction work in the district. McCormick, a truck driver, was proceeding along the Ottawa-Point Fortune highway with a load of crushed stone. On approaching a C.N.R. crossing near Wendover McCormick failed to see a passenger train bound from Montreal to Ottawa and travelling about 30 miles per hour. McGinnis noticed the train just as it approached the truck and jumped, thus escaping injury.

As the train struck the truck the latter was thrown into the ditch and the driver with it. The car landed a complete wreck and from first appearances it looked as if the driver had had a poor chance. In a search of the wreckage the driver was found in the center of it with a cut on the head. He and his companion were loaded on to the train after "first aid" had been applied and taken to Rockland, where Dr. Powers, of that place, was summoned. He accompanied the injured man to Ottawa and placed him in the hospital under the care of Dr. F. W. McKinnon.

Dr. Powers said that the man's injuries are not serious. He said that he had a cut on the head and a dislocated shoulder and that it was remarkable that he was not more seriously hurt.

Also reported in the Journal same date.

MOTHER AND BABE DIE WHEN AUTO STRUCK BY TRAIN

Terrible Accident Near Rockland. Another Woman in Critical Condition and Two Men Injured.

Two persons are dead, a third is not expected to live, while two others are also in serious condition from injuries received when a Ford tudor sedan was struck by the C.N.R. Ottawa-Montreal train which left the Capital at noon yesterday, at a level crossing about a mile west of Rockland and about twenty miles from Ottawa.

The Dead.

Joan Auclalre. aged 3 months, of Lachine, Que.

Mrs. Arslidas Auclalre, Lachine, Que.,

Seriously Injured.

Mrs. Daniel Gauron, of Ville St. Pierre, Que.

Mr. Arslidas Auclalre. Laehlne. Que., In a critical condition in Hawkesbury hospital.

Mr. Daniel Gauron, in the Montreal General hospital.

Both the auto and the train were east-bound when the accident happened. The automobile party of five had been visiting in the Capital and were returning to their homes.. Mr. Gauron was driving the car, and apparently did not realize that there was a train in the vicinity until it had struck the car and scattered its occupants and splinters over a wide area.

Of the five passengers in the auto not a single one escaped serious injury. All were injured about the head, while most of them suffered broken bones and bruisea about the limb and body. Mrs. Aurlalie's death was due to a fractured skull, while the other three adults are also suffering from similar injury.

Dr. Powers, of Rockland, who accompanied Gauron to Montreal, told The Citizen that when he left the patient in the hospital his condition did not appear to be very serioua. Auclalre, however, was in such a serious condition that he was taken only as far as Hawkesbury, where he was reported last night to be in a critical condition.

Coroner Ktrby, M.D., of Hawkea-burv, opened an inquest in the town hall at Rockland last night, which he adjourned until Monday next at 1 p.m.

All the occupants of the car were carried to the home of Hiram Lafontaine, a short distance east of the crossing, where first aid was rendered to the injured.

Story of Eye-Witness.

Mr. Earl Lafontaine, son of Hiram Lafontaine. one of the few eye-witnesses of the accident, clearly described it to a Citizen representative. He said that the driver of the auto apparently did not see the train, for when he picked him up he said. "My God I must have been sleeping."

Mr. Lafontaine said that he had crossed the railway track at the crossing just a short distance ahead of the auto. He was leading a team of horses along the Montreal road and when crossing noticed the train approaching. He saw the auto slow up as it approached a curve just before the railway crossing and assumed that the driver of the car had also seen the sproacning train.

MRS. GAURON'S LIFE NOW DESPAIRED OF

Mrs. Daniel Gauron, who was injured in the motor accident near Rockland yesterday when the C. N. R. train struck the automobile in which she with four other people were driving home to Lachine. Que., and who is at the home of Mr. Hiram Lafontaine, Rockland, near the scene of the accident, is in too serious a condition to be removed. She is not expected to live, and reports from Rockland state her condition is very serious this afternoon.

Also reported in the Journal same date

INQUEST ADJOURNED PENDING RECOVERY MOTORCAR DRIVER

Ten Witnesses Heard In Inquiry Into Fatal Smash At Level Crossing Near Rockland.

Ten witnesses who were heard yesterday afternoon at the resumed inquest into the death of the victims of the fatal crossing smash at Rockland failed to throw any new light on how the accident happened. The hearing was held at the Rockland town hall. To allow the driver of the auto in which the accident victims were passengers to give evidence. Coroner H. H. Kirby, M.D., of Hawkesbury, adjourned the inquest until Saturday, September 19.

Those heard yesterday included (he only eye-witness of the accident, Mr. Earl Fontaine, who related his story to The Citizen following its occurrence. Other witnesses were Dr. Powers and Dr. Tweedie, of Rockland, who gave medical evidence, the members of the train crew. Mr. H. Fontaine and Mr. Miron. who reside close to the scene of the smash.

The evidence of the doctors showed that Mrs. Daniel Gauron and baby Jean Auclaire came to their death through fractures of their skulls. Their evidence also showed that other occupants of the car were so badly injured that they were unable to be present at the inquest.

Auto Slowed Up.

Mr. Earl Fontaine told of leading a team of horses in an easterly direction along the Ottawa-Montreal highway and over the C.N.R. crossing about a mile west of Rockland. He was only a short distance ahead of the Ford sdan which was run into by the Ottawa-Montreal afternoon train. Mr. Fontaine noticed the automobile travelling in the direction of Montreal slow up at a curve in the road just before the railway crossing and he thought that it was coming to a stop to allow the train to pass. As the auto went on, he turned around to put up his hands as a signal for it to stop but before he got his hand over his head the car was on the track right in front of the engine.

The witness said that the locomotive caught the-rear part of the auto nnd spun it around, throwing out all the occupants. It happened so suddenly that he saw none of them leaving the car. He said that the noticed the driver of the auto calmly sitting at the wheel watching the road ahead as if nothing was about to happen as his auto crossed the railway track right in front of the train. Continuing his evidence, Mr. Fontaine told of picking up the victims of the smash and assisting to carry them to his father's home-close by. and also of summoning medical aid.

The engineer of the train, Mr. R.C.Sargent, 138 Marlborough avenue, Ottawa, along with his fireman, told of seeing both the auto that was struck by the train as well as the team of horses led by Mr. Fontaine. The auto appeared to be slowing up, so they did not take much notice of it, but devoted their attention to the man leading the team of horses, which were quite close to the crossing. They didn't see the car again until it was struck by the train.

Other witnesses said that they had heard the train whistle for the crossing. It was also shown that for about a third of a mile before the crossing the road runs side by side with the railway and that there is a clear view of approaching trains.

Coroner Kirby along with Crown Attorney F. W. Thistlewaite of Vankleek Hill decided that it was necessary to have evidence from one of the occupants of the car before returning a verdict. The driver of the car, Mr. Daniel Gauron, who was the least injured, is still a patient in the Montreal General Hospital, so it was decided to await his evidence.

MAKING PROGRESS TOWARD RECOVERY

The inquest into the death of Mrs. Arthur Gauron, of Ville St. Pierre, Que., who was one of two persons fatally injured when a motor car in which five passengers were riding was struck by the Ottawa -Montreal C.N.R. train, near Rockland, on September 7, has been postponed until October 19, pending the recovery of surviving victims of the accident.

The inquest into the death of Mrs Arthur Gauron, of Ville St. Pierre, Que., who was one of two persons fatally injured when a motor car in which five passengers were riding was struck by the Ottawa - Montreal C. N. R. train, near Rockland, on September 7th, has been postponed until October 19th, pending the recovery of surviving victims of the accident. Dr. H. H. Kirby, coroner of Hawkesbury District, stated that Mr. and Mrs. A. Auclair, of Lachine, Que., were progressing favorably. Mrs. Auclair is being attended by Dr. M. Powers, of Rockland and during the week-end recovered into a semi-conscious condition. Her husband, who is in hospital in Hawkesbury, has improved during the past week, but Dr. Kirby stated yesterday that he was in no means out of danger.

20/10/1925 *Ottawa Citizen**L'Original**Rockland*

RETURNED VERDICT ACCIDENTAL DEATH

Crew of Train Exonerated from Blame for Crossing! Fatality.

A verdict of accidental death was returned at the inquest conducted in the town hall at Rockland, last evening, by Coroner Dr. H. H. Kirby, of Rockland, into the death of Mrs. Daniel Gauron, Ville St. Pierre, Que., and three-month-old Jean Auclair, of Lachine, which occurred after an auto in which they had been riding on September 7th was struck by a C.N.R. train at the Rockland level crossing.

The jury exonerated from all blame the engineer of the train, Mr. R. C. Sargent, 138 Marlborough avenue, this city, and added a rider recommending that adequate traffic signals be placed at the Rockland and similar level crossings. Copies of the verdict will be forwarded to the Board of Railway Commissioners for Canada and the Ontario provincial department of highways.

Most of the evidence had been taken on September 14th, and the only witness heard last evening was Mr. Daniel Gauron, driver of the automobile, who was unable to supply any details as to what had happened, informing the coroner that his mind had been practically a blank since it occurred.

He stated he had not been aware a train was approaching the crossing until it was right on top of them, and then there was a crash and he knew nothing more until several hours after, when he realized what had occurred.

In the verdict the jury found that while there had not been any criminal negligence on the part of anyone, the jurors were of the opinion that Mr. Daniel Gauron, driver of the automobile, had not exercised sufficient precaution when approaching the level crossing.

22/04/1926 *Ottawa Journal**L'Original**Cyrville*

Cyrville Child Fatally Injured By C.N.R. Train

Eastview Priest makes Futile Effort to Warn Girl of Danger

Gazes Horror Stricken at Approaching Train

Yvonne Julien so frightened she could not step across rail to safety.

The third child in the Ottawa District to die a tragic death in 24 hours, Yvonne Julien, 9 - year - old daughter of J. A. Julien, a porter in the Post Office Department, Ottawa, was instantly killed yesterday afternoon when struck by a C. N. R. Montreal - Ottawa train at a level crossing at Cyrville.

The crossing at which the accident occurred is in the village of Cyrville, where the Cyrville Road crosses the C. N. R. tracks. After being struck by the train, the child was carried a distance estimated at 90 feet. When picked up, there was a trace of life in the hopelessly smashed body, but it vanished almost immediately before medical aid could be summoned.

Priest saw accident.

The accident happened at 4.16 o'clock, when the child was returning from school to her home on the Cyrville Road. An eye-witness was Rev. Father Henri Lemmens, of Our Lady of Lourdes Parish, Eastview, who had been making calls in the Cyrville district, and was walking west along the Cyrville road approaching the C. N. R. crossing, which is a little west of a small flag station maintained by the C.N.R. at this point.

According to Rev. Father Lemmens, before he reached the tracks his attention was drawn to the crossing by the warning whistle of the train. As he looked at the crossing, he saw the child standing in the centre of the tracks, gazing apparently in spell bound terror at the approaching train. He commenced to run and endeavoured to attract the attention of the child by shouting, but the little girl apparently was unaware of her danger or else was paralyzed by fear, and before he could reach the crossing, the train in the shrieking tumult of wheels locked in emergency and swept past. It carried the child along on the pilot of the engine until as it came to a jerking halt, it tossed her to the side of the right of way.

Pick up little body.

Rev. Father Lemmens reached the little form at about the same time as did the engineer Thomas J. Lynch, of 65 Rosemere Avenue, Ottawa, and with the assistance of others, the child was placed on the train. The train was then backed up to the small station, a distance of a few hundred yards, but although there had been some sign of life when she was first picked up, life had very apparently departed by the time the train reached the small station. The badly broken remains were then placed in the building to await the arrival of the coroner John E. Craig, of Ottawa, who was notified along with Gautier and Co., undertakers. The train officials having done everything possible then returned to the train and it proceeded to Ottawa where it arrived at 4.42, 12 minutes behind its scheduled time, 4.30. The conductor on the train was Jay Williams, of Montreal.

Coroner Craig, County Chief of Police Ernest Read, Chief of Police Richard Manion, of Eastview, arrived soon after the accident and after particulars had to be noted.

Coroner J. E. Craig formally opened an inquest at Gauthier's undertaking parlours, St. Patrick Street, at 10 o'clock this morning, but evidence will be taken only at 8 o'clock on Monday evening next.

Child paid no heed.

In his report concerning the accident, Mr. Lynch, the engineer, stated that while approaching the crossing at Cyrville, he saw a child come into the track from the left. The bell was ringing and whistle blowing, but the child paid no heed and continued to stand between the tracks. He immediately applied the automatic brake valve in emergency position, and the train stopped about five poles past the crossing. The train, he stated, was travelling at about 35 miles per hour at the time. Mr. Lynch also noted the efforts of the priest to attract the child away from the track, but she paid no heed.

26/04/1926 *Ottawa Journal**L'Original**Cyrville*

Death accidental.

A verdict of accidental death attaching no blame for the tragedy was returned by a coroner's jury last night in the Court House investigating the death of 9-year-old Yvette Julien, daughter of Mr. and Mrs. J. A. Julien, of Cyrville, who was killed by a C. N. R. train at a grade crossing at Cyrville, April 21.

Thomas Lynch, 465 Rosemere avenue, the engineer of the train, said he first noticed the child stepping on the crossing when he was 300 feet away. He blew the whistle and when the child did not make a move he put on the emergency brakes. The child had plenty of time to get across, he declared.

Coroner John E. Craig, M. D., presided.

Oil electric train running to Ottawa

New type of engine put in service by Canadian National

Replacing a train drawn by a steam locomotive, an oil electric unit was placed in service today by Canadian National Railways on the run between Montreal and Ottawa through the tunnel and via St. Eustache sur le Lac and Hawkesbury, a distance of 117 miles.

The unit is 15828, the newest design in the application of the Diesel type engine using crude oil and generating electricity for motive power. The type has been developed by engineers of the Canadian National Railways the car itself being built in the company's shops in Montreal. The single unit placed in service today will draw a trailer.

The oil electric unit now becomes trains Nos. 635 and 636, the former leaves the tunnel terminal, Montreal at 10 a.m. daily except Sunday arriving at Ottawa at 1.55 p.m. Train No. 636 leaves Ottawa daily at 4.45 p.m. daily except Sunday arriving at the tunnel terminal, Montreal at 8.45 p.m. In both directions these trains serve all local traffic, stopping at all stations.

A unit of this type was recently exhibited at the Fair of the Iron Horse near Baltimore, and created such interest amongst railwaymen that it was sent on tour over various important lines before returning to Canada.

Also in the Citizen, same date

07/10/1930 *Ottawa Citizen**L'Original**Cumberland*

Child is Killed by C.N. Passenger Train

James Ernest Taylor, 2, Meets Death on Track.

CUMBERLAND, Ont., Oct. 7.-With only a single step to go to reach safety, James Ernest Taylor, two-year-old son of Mr. and Mrs. W. Ernest Taylor, was instantly killed on the track that crosses his father's farm, ten miles from Ottawa, by the C.N.R. Ottawa -Hawkesbury passenger train at 5.15 yesterday afternoon. His father told The Citizen that had he taken another step he would have won clear of the track and been safe from harm. No one was near enough to the scene at the time to save the unfortunate child. He was carried 62 feet by the cowcatcher of the train before falling to the side of the track. The train stopped in a hundred feet. The crew was from Montreal. An inquest was opened yesterday by Dr. Martin Powers of Rockland and adjourned until Friday

Apparently little Ernest lost interest in the fact that his father and his men were filling the silo with hay, and wandered away onto the track. He is survived by his parents, a brother, Douglas, aged 6, and a sister Gwendolyn, aged 7. The funeral will be held from his home tomorrow at 2 p.m.

23/11/1931 *Ottawa Citizen**L'Original**Rockland*

Rockland. Close call at crossing.

Three passengers of an automobile escaped death or serious injury by inches near here about 10 o'clock Saturday night when their car was grazed by the Ottawa-Montreal C.N.R. train. According to witnesses, the train just touched the rear mudguard of the car and caused it to go from one side of the road to the other before the driver could regain control. The names of the passengers in the car were not secured.

25/01/1935 *Ottawa Journal**L'Original*

CNR is asking for right to abandon Hawkesbury line

Passenger trains have not operated for sometime over this route, board told.

Plans of the Canadian National Railways to abandon more than 80 miles of line in the Ottawa District were disclosed yesterday with the receipt by the board of control of notice from the Board of Railway Commissioners that the CNR has applied for permission to close the Ottawa - Hawkesbury line.

On Tuesday, the town of Pembroke was notified that the railway was seeking authority to abandon the Pembroke - Golden Lake subdivision, 20 miles of line on the ground that in 1933 there was an operating loss of \$29,932 and the territory could not be otherwise served with transportation.

Give similar reason.

A similar reason has been advanced for the desire to give up the Hawkesbury line, together with the Rockland - Clarence Creek line, a total of 61.2 miles.

Railway officials declared as only one freight train a week passes over the rails and passenger trains have not operated in years.

City solicitor Proctor was asked to check up and see if the corporation had made any bonus contributions for the road.

The main reason for the application is that the line has been a losing proposition for a long time. In a test, October, 1930 to September, 1931, the net loss was \$265,980, according to the railway statement.

They used to be a regular passenger service years ago but now there is only one freight each way each week. Since the C.P.R. main line is only 7 miles to the south, there is a fine trunk highway and the Ottawa river is nearby, the application states that these other transportation facilities are sufficient for the territory. Line opened in 1909.

The line between Ottawa and Hawkesbury was constructed by the Canadian Northern Ontario Railway company and opened in 1909. In 1914 it became part of the Canadian Northern Railway company and subsequently part of the Canadian National Railways. The Rockland - Clarence Creek spur was opened in 1895. It was built by the old Prescott County Railway company.

Before highway transportation became so extensive with buses for passengers and motor trucks for freight, the line served the following places east from Ottawa: Orleans, Cumberland, Rockland and Clarence Creek, Wendover, Jessup, Treadwell, Alfred Center, Laframbois, Evanturel, L'Original and Hawkesbury. The line from Hawkesbury to Montreal is not affected in the present application.

01/02/1935 *Ottawa Citizen**L'Original**Rockland*

Opposing application to abandon service

Want Ottawa-Hawkesbury C.N.R. line to remain

Rockland Jan.31. Protest was inaugurated by the Rockland Board of Trade against the application of the C.N.R. for permission to discontinue operation of the line between Ottawa and Hawkesbury including a branch between Rockland and Clarence Creek. A meeting of representatives of municipalities along the line has been called by the trade board for Sunday afternoon next at 2 o'clock at the L'Original courthouse to organize a joint action in opposing the railways application when it comes before the Board of Railway Commissioners.

15/04/1935 *Ottawa Journal**L'Original*

Are strongly opposing abandonment of line

Strong opposition to the abandonment of the Canadian National Railway's L'Original subdivision is expected to develop tomorrow when the application of the railway company is heard by the Board of Railway Commissioners.

Hawkesbury, Rockland, Clarence Creek and other points served by the line will be represented by deputations at the hearing.

The line is 61.2 miles long and runs between Hawkesbury and Hurdman Station and between Rockland and Clarence Creek.

04/10/1935 *Ottawa Journal**L'Original*

To hear application

The Board of Railway Commissioners for Canada will hold a sitting here at 10 a.m. on October 22 to hear the application of the Canadian National Railway's for leave to abandon a portion of its L'Original subdivision, between Hawkesbury and Hurdman and also the Clarence creek spur, between Rockland and Clarence Creek, a total distance of 61.2 miles.

Set March 27 to hear Application of C.N.R.

Would Abandon Certain Lines East of Capital.

The Board of Railway Commissioners has set for Tuesday, march 17, its hearing of the application of the Canadian National Railways for leave to abandon a portion of its L'Original Subdivision between hawkesbury and Hurdman, and between Rockland and Clarence Creek, a distance of 61.2miles.

Owing to the illness of E.R.E. Chevrier, K.C., M.P., counsel for the Rockland Board of Trade and the municipalities opposing the request, and to the absence of Hon. Hugh Guthrie, chairman of the Board, who sat in similar cases in Western Canada, the hearing had to be postponed until march 17.

I.C. Rand, K.C., Montreal, will act for the C.N. Railways and the firm of Chevrier and lacourciere for the Boards of Trade and municipalities fighting the application.

17/03/1936 *Ottawa Journal**L'Original*

Ontario Ready Build Highway on Old Rail Line

Deputy Minister says 500 men would get work on Ottawa - Hawkesbury proposal.

With the board room crowded with mayors, reeves and others from the affected municipalities, as well as with C.N.R. officials, the application of the railways for leave to abandon the 61 .2 miles of line between Ottawa and Hawkesbury, including the spur from Rockland to Clarence Creek, was heard by the Board of Railway Commissioners today. All members of the board were present. Decision was reserved.

Feature of the hearing was the statement of R.M. Smith, Ontario deputy minister of Railways, that the provincial government was ready to take over part of the right-of-way for a new modern 40 - foot highway, if and as soon as the application was granted. Mr Smith stated that the government was interested only in the stretch of right-of-way between Ottawa and Plantagenet, about 25 miles, For this distance the existing road contain sections in poor condition.

Cost 40% less.

"We can build a new highway on the railway right-of-way much more cheaply than we could rebuild the present Highway", he said. Mr Smith's estimate was that the cost would be 40% less, an important factor in considering that the new road would probably become part of the Trans - Canada Highway. He termed the present road from Ottawa to Plantagenet, winding, hilly and with many sharp curves dangerous to traffic. There had been many traffic accidents in recent years.

"Montreal is the largest city in Canada and Ottawa is the capital city and it is natural to exect Highway improvements between the two commensurate with their importance," Mr. Smith declared.

If the commission gave the railway leave to abandon the line the Highways Department would start at once filling and grading the right of way. The work would take about a year and would mean the employment of 500 men.

The application was submitted by I. C. Rand, Montreal, counsel for the railways, and was opposed by E.R.E.Chevrier KC, M.P., representing the municipalities now served by the line: Elie Bertrand, M.P. for Prescott; Alfred Goulet M.P. Russell, with the following also in attendance (omitted)

Says line not necessary.

Mr. Rand declare the line was not necessary for the economic well - being of the district it served. The traffic enjoyed had never been sufficient to justify it.

None of the towns or villages had been built up because of the railway service. He quoted figures showing that on the other hand population had declined. They had been a loss of \$3,000 on the past year's operations, but that was with the expenditure of only \$12,500 for maintenance. The road bed had been in good condition. However, the normal cost of maintaining 61 miles of railway was \$32,000 and there was no indication of future business that would warrant such an expenditure.

Mr. Bertrand contended if the railways were permitted to abandon the line and part of the right-of-way became a highway tremendous expense would be involved in restoring the railway line later on. It would be needed again. The line was built for direct traffic from the west to Montreal. If the government exercised control over use of the highways by trucks and buses the railways will get a fair share of business. People in the area affected did not get good highway transportation service in the winter months. The railway was needed. The area served was an important milk and hay shipping district.

Says Service Poor

Mr. Goulet said when normal conditions returned the towns and villages would do their part to see the railway line paid. The trouble was that in the past the C.N.R. provided very little service. There now was but one freight train weekly.

The Ontario Government was to be commended for planning a new highway, Mr. Chevrier said, but if the construction of this road was necessary for the increaded road traffic then was the same argument not applicable for maintenance of the railway line?

23/06/1936 *Ottawa Citizen**L'Original*

Must not abandon C.N.R. Hawkesbury to Hurdman Line.

The application of the Canadian National Railways to the Board of Railway Commissioners for leave to abandon a portion of its line between hawkesbury and Hurdman, a distance of 56.6 miles, was dismissed by the commission. The commission however, granted the company leave to abandon the portion between Rockland and Clarence Creek, a distance of 4.6miles. Both applications had been joined in the case presented to the commission.

In the judgment which was written by Commissioner G.A. Stone and concurred in by the other members of the board, the opinion was that the business offering between Rockland and Clarence creek does not warrant the large expenditure which would be required to rehabilitate that mileage.

Regarding the Hawkesbury-Hurdman mortion of the application, however, the judgment stated that considering the financial improvement in operation during the past three yearson that portion of the line, together with other features, the application was dismissed, without prejudice to any future application the Canadian National Railways may desire to make after the expiration of at least one year from the date of the order.

23/06/1936 *Ottawa Journal**L'Original*

Railway to Hawkesbury won't be abandoned

Judgment was given Monday afternoon by the Board of Railway Commissioners in the application recently made by the Canadian National Railways for leave to abandon a portion of its L'Original subdivision in the province of Ontario between Hawkesbury and Hurdman, and the Clarence Creek spur between Rockland and Clarence Creek.

The Judgment was signed by commissioner G. A. Stone, and granted the application to cut off the line between Rockland and Clarence Creek. The commissioner expressed the opinion that the business offering between Rockland and Clarence Creek does not warrant the expenditure necessary to rehabilitate this segment.

Regarding the application for the line between Hawkesbury and Hurdman the board dismisses this portion of the application.

The decision will block the plans of the Ontario Department of Highways. The department proposed taking over about 25 miles of the right-of-way between here and Plantagenet for a 40-foot Highway.

29/08/1936 *Ottawa Citizen**L'Original**Orleans*

Orleans family had a narrow escape at crossing.

Freight train smashed into stalled truck.

When the truck in which they were passengers stalled near Orleans on Friday, Mr. and Mrs. Rene Brisbois of Orleans and their three children were forced to abandon the vehicle as a Montreal-bound freight train smashed into it. The occupants barely had enough time to escape before the train struck the truck, carrying it 600 feet along the right of way.

Although he saw the train approaching, Mr. Brisbois thought he had ample time to cross. When the truck stalled he shouted to his wife and catching up the children they leaped to safety.

Take Heavy Safe On Two-Mile Trip Find Only Book

Thieves at Hawkesbury Open C.N.R. Shed, Steal 500-Pound and Skooter.

HAWKESBURY Sept. 14. (Special). Thieves who made three separate robberies of Canadian National Railway property here during the night, and who went to the trouble of pushing a 500-pound iron safe across the Ottawa river bridge, have little to show for their pains. All they, discovered when they pried open the safe was a cash book.

When telegraph operator Leo Menard arrived at work this morning, he discovered the C.N.R. freight shed at Hawkesbury had been forcibly entered.

Thieves gained admittance, through a side window and stole merchandise consisting mostly of socks and underwear, valued at \$8.

A large side door fronting the tracks was opened, and the heavy safe, weighing between 500 and 600 pounds, was moved out and placed on a lorry. The safe was pushed along the tracks to the end of the train yards, where a section house was broken into and a railway motor speeder appropriated.

By using the motor speeder the thieves were able to push the lorry and the safe across the Ottawa River to Grenville, Que., a distance of some two miles from the station. A third entry was made, into a section house, where crowbars, sledge-hammers, and other tools were taken, and the safe pried open. The sole contents was the cash book.

Hawkesbury and railway police were notified by Freight Clerk Antoine Carriere, who was informed of the robbery by Menard. The stolen lorry and motor speeder and the ruined safe have been recovered, but there is no sign of the cash book. Chief Joseph Beaulne is leading the hunt for the thieves.

20/09/1938 *Ottawa Citizen*

L'Original

Hawkesbury

C.N.R. conductor dies in Station

Hawkesbury. Joseph Dicaire, 61-year-old veteran Canadian National Railways conductor, died suddenly this morning in the company's local station as he was preparing to leave at 6.15 a.m., on a scheduled run to Montreal where he resides.

Mr. Dicaire had 40 years of service with the company and was a popular figure among his passengers as well as his friends. Coming to the station early this morning Mr. Dicaire [sic] had turned in his receipts of the previous day, and turning to go out to his train, he dropped to the floor. Dr. L.P. Beaudoin was called and upon arrival found the man dead. Coroner Dr. H.H. Kirby was notified and after hearing circumstances decided an inquest was unnecessary.

Born in Coteau, Que., the late Mr. Dicaire had been 40 years with the C.N.R., and for a number of years past he had made himself a popular figure on the Hawkesbury - Montreal line.

Surviving besides his widow are several children in Montreal. The funeral service is to be held on Thursday in Montreal.

03/05/1939 *Ottawa Journal*

L'Original

Referred to Solicitor

A copy of the application by the Canadian National Railways for authority to abandon the stretch of railway in the L'Original division, from Hawkesbury to Hurdman, 56.6 miles, was presented. It was referred to the city solicitor to see if any city agreements were affected. The request to abandon this line was refused in 1935. Only one freight train a week each way has been operating on it and the company desires to close it owing to insufficient revenue

20/07/1939 *Ottawa Journal*

L'Original

C.N.R. To Abandon Line from Hawkesbury

Abandonment by the Canadian National Railways of the L'Original sub-division between Hawkesbury and Hurdman, a total distance of 56.6 miles, was authorized today by the Board of Transport Commissioners.

In the order Issued by Hon. Hugh Guthrie as chief commissioner, the C. N. R. is authorized to "proceed without delay to place the abandoned right of way in the possession of the adjoining landowners, either by conveyance subject to trusts or encumbrances heretofore created, or by long-term leases at nominal rentals".

Should any difficulty arise in connection with transfer or possession, it is pointed out application may be made to the board by any of the parties affected.

The railway passes through a district where mixed farming is carried on. The Ontario Government intimated last year that it was interested in the possibilities of converting part of the line into a highway.

In its Judgment the board said: "There is no doubt that the abandonment of this line of railway will cause some inconvenience to shippers at the various points, but the annual loss to the railway company in cost of operation is far greater than any inconvenience which the public may suffer."

28/07/1939 *Ottawa Journal*

L'Original

Hawkesbury

Signs First And Last Order

HAWKESBURY, July 27. (Special.)

Some 30 years ago Leo J. Menard, telegraph operator at the Canadian National Railways station here, signed the first order for the first regular train to run over the company's right-of-way between Hawkesbury and Ottawa. Today he signed the last order for the last regular train to pass over this 38 miles of track. The Board of Railway Commissioners has granted the company's application to abandon this line. Work of lifting rails and ties, as well as removing other equipment will now proceed without delay.

01/08/1939 *Ottawa Journal*

L'Original

Service Discontinued

With completion of eastbound extra freight run leaving Ottawa 7.15 a.m. Friday, July 28, Canadian National, line between

HAWKESBURY and HURDMAN

L'ORIGINAL SUBDIVISION

will be abandoned and all service on that line discontinued.

CANADIAN NATIONAL

04/08/1939 *Ottawa Journal*

L'Original

Hawkesbury

Hawkesbury-Ottawa Rails Being Lifted

HAWKESBURY, Aug. 3. (Special.)

The work of lifting rails and ties and demolishing stations and other buildings on the Canadian National Railways' right-of-way from Hawkesbury to Ottawa is now under way according to H. Moore, roadmaster, of Montreal, who is in charge of the work.

About 150 men have been given work - including 40 from Hawkesbury. He stated within a few days more from the town would be given work and later unemployed from other towns along the line would be taken on the payroll. The job is expected to take at least three months.

Some time ago the Board of Railway Commissioners sitting in Ottawa granted the application of the Canadian National Railways to abandon this line. From Hawkesbury to Ottawa is about 57 miles. The line was closed on July 28. It will be torn up as far as Hurdman.

10/08/1939 *Ottawa Journal*

L'Original

Ottawa City Council

Alderman Belanger thought steps should be taken to urge use of the abandoned C.N.R. right-of-way from Hurdman's to L'Original as a highway. The order of the Board of Transport Commissioners provides that the abutting land-owners should be given first opportunity to acquire sections of the right-of-way,

Believe Railway May Reopen Hawkesbury Line
Special To The Citizen

HAWKESBURY Unconfirmed reports here said that the three CNR officials who visited this area this week were examining the district in connection with a possible re-laying of the CNR Ottawa-Montreal line, formerly-known as the short line.

The line in question was torn up some ten years ago and the land affected returned to the farmers bordering the tracks.

None of the officials, all members of the CNR's development and industrial board, would confirm or deny these reports.

It is known, however, that the mounting freight traffic on the CNR line through Coteau, Que., to Ottawa and other western points has frequently dislocated passenger-train schedules. Chief source of the heavy freight load on the line is the shipment of pulpwood to Gatineau and other paper mills in the area.

Re-laying of the old "short line" would relieve congestion on the main line to a large degree, it is believed here.

11/11/1959

*Ottawa Citizen**L'Original**Hawkesbury*

Hawkesbury-Montreal Run

Decline in Passenger Traffic Given as Reason for Curtailment

By Fred Inglis Citizen Staff Writer HAWKESBURY - The people using the CNR's 54-mile Montreal-to-Hawkesbury line want their commuter train kept on not a hit-and-miss bus service, they said here Tuesday.

The CNR wants to cut its passenger service to a five-day commuter train on a 17-mile stretch between St. Eustache and Montreal.

The Board of Transport Commissioners heard evidence on both sides Monday and Tuesday and reserved decision on the CNR's application to curtail its service.

On Monday, five CNR witnesses said passenger traffic on the Hawkesbury end of the line had dropped to an average of 20 passengers a day and told how the railway planned to continue its freight service and provide a trailer-truck express service.

Bus operator George Duhamel offered to establish an alternate bus service that would take over the passenger traffic between Hawkesbury and Montreal.

Undependable?

On Tuesday, five people from the St Andrews East area scorned the bus deal as undependable in winter. They said they believed the Carillon power development and consequent expansion of industry and housing in the area put them on the verge of a vast industrial development. Thousands of new residents in the area could be served well only by a rail commuter service to Montreal.

Fred Whitehead of St Andrews East Board of Trade blamed heavy gravel trains for the rail line's poor condition that requires a 30-mile an hour speed limit which impairs the passenger train service to Montreal. Snow makes the roads impassable and to leave people at the mercy of the highways is "not reasonable," he argued.

Fritz Van Allam, of Carillon, said the group wants the board to grant a "three-year stay of execution" until the Carillon project is completed, to see what passenger service is required. The railway, he said, has not inquired into future needs.

Tupper Porter, of St Andrew's East thought that if the CNR improved its service with more and faster trains, it would win back many potential passengers.

Mrs. F. H. Hungerbuhler, of St Andrew's East disputed Mr. Porter's objection to rising at 6 a.m. to catch the 7.05 for Montreal. "We women don't mind getting up early in the morning," she told the commissioners.

Mayor Rosaire Gascon of Hawkesbury urged that the line be kept in full operation as it is.

Statement Challenged

A statement by Lorenzo Pilon, of Ste. Andrews that the bus service operated by his brother-in-law George Duhamel did not run every day during the winter, was denied by Mr. Duhamel, under oath.

CNR solicitor E. D. Angers pointed out that the rail line is not being abandoned, only the poor-paying passenger end of it. It was not a case of the railway abandoning its patrons but the patrons abandoning the railway 94 percent using the Montreal end of it and only six percent the 37-mile stretch from St Eustache to Hawkesbury.

He said a bus service had been promised and an express service would be even better than by rail. If at any time in the future it was shown that passenger service should be resumed, the CNR would be the first to want to get back into that service.

Hearing the application were Deputy Chief Commissioner Armand Sylvestre, Commissioners John M. Woodard and W. R. Irwin.

J. O. Latour, MP for Angenteuil-Two Mountains, argued in French for those opposing the CNR's application.

Deputy Commissioner Sylvestre said "it is the first time in my experience that so many charming ladies have appeared before the board to present their case."

He said no decision would be given at once but that the evidence given in French would be transcribed into English and a full examination will be given to all facts.

"We will do our best to conciliate the different opinions expressed here," he promised.

17/11/1959

*Ottawa Citizen**L'Original**Ottawa Mann Avenue*

They are trying to get rid of a railway that shouldn't have been built anyway. Word comes from Hawkesbury that the CNR is trying to abandon the Hawkesbury-Montreal branch.

I was among those who went down to Hurdman's Road in November, 1909, to meet the first Canadian Northern Railway from Quebec. It came via Joliette and was two hours late when it arrived at the corner of Mann Avenue and Hurdman Road. The long abandoned station can still be seen from the bus on Hurdman, where it is now the office of a roofing firm.

So finally, behind double-header 242 and 180, the new Canadian Northern train crept in for its Ottawa debut. I feel a bit old when I recall that 50 years have passed since that time.

Really, Ottawa did not need that railway at all. Already, there were three good railways between Montreal and Ottawa. The CPR North Shore via Papineauville and Hull, the Grand Trunk via Glen Robertson, and the CPR short line via Vankleek Hill, rendered the Hawkesbury-Rockland sector as superfluous.

L'Original, the county town of Prescott and Russell, and an old center, did not however, have a railway till the Canadian Northern got there. Nor did Rockland nor Hawkesbury know the sight of a parlor car or diner, till the Canadian Northern put on their de luxe daily.

Alas, the Hawkesbury-Ottawa section did not pay, and it was reduced to a gasoline-electric car as early as 1930. The depression gave it the coup de grace.

An amusing feature, reminiscent of Potemkin and how he fooled his girl friend, Queen Catherine. You will remember that Potemkin foiled Her Majesty in her tour across Russia by sending carpenters and actors ahead of her, who built fake villages. Then, of course, after the queen had passed and had gone to sleep further on, the actors and carpenters dismantled these Potemkin villages, sneaked past during the night, and had another village up ahead ready by morning.

Anyway, when the Board of Transport Commissioners had just about decided to close the Hawkesbury - Ottawa division, they went through it, viewing the stations from the observation platform of their private car.

But the CNR station agents, sensing that they would lose their jobs or at least get "bumped", made a deal with the local farmers and merchants. The CNR agents persuaded at least one man in each town to order a car. Then, on the afternoon the grapevine said was the day the Commissioner's special was riding the line, the boys got busy.

You never saw so many bales of hay, bags of potatoes coming on and off the box cars. It was all play acting, of course, and the cars were sent away empty the next morning.

The trick, however, worked, and the Board of Transport Commissioners appeared bamboozled. But not for long. The line was officially abandoned next year, and next time I was motoring on Highway 17 around Plantagenet somewhere around 1939 steel workers were demolishing the bridge across the Nation River. Now 20 years later, the rest of the line is to go. Thus ends a railway line, whose troubled beginnings I watched, 50 long years ago.

Part of old Ottawa is disappearing these days, as the ugly old coal sheds along Hurdman Road are coming down. Some of them went up more than half a century ago, as the original Canadian Northern Railway brought in its first passenger train from Quebec right alongside those tracks in 1909. In due course the Canadian National took over the line, passenger service was moved to the Union Station but the coal sheds multiplied and prospered. Now, with the gradual fading of the coal trade, these sheds are deemed to be surplus. At the same time they spoil the view from the Queensway. So, farewell to King Coal.