

Local Railway Items from Area Papers - Montreal and Ottawa Subdivision

19/08/1871 The Times, Ottawa Montreal and Ottawa

The survey for the Montreal and City of Ottawa Junction railway is now completed. The line leaves the GTR at the River Rouge passing through Alexandria, Athol and crossing the Nation River about 2½ miles north of Duncanville; thence in an air line to Ottawa and forming a junction with the Canada Central in the centre of the city.
More.

25/08/1871 Almonte Gazette Montreal and Ottawa

The survey of the Montreal and Ottawa City Junction Railway has been completed, The plans will be prepared immediately, The total distance by this road will be from Montreal to Ottawa 113 miles, only 60 of which have to be built; by the proposed Coteau road, 119 miles, 95 of which have to be built; by the St. Lawrence and Ottawa Railway, now in existence 166 miles. The estimated cost of the Montreal and Ottawa is \$960,000, and of the Coteau road \$1,254,000.

11/10/1871 Ottawa Citizen Montreal and Ottawa

The plans and profiles of the Montreal and Ottawa City Junction Railway will be on public exhibition tomorrow (Thursday) between the hours of ten o'clock a.m. and two o'clock p.m. The citizens are respectfully invited to call and examine them.

A meeting of the City Council will take place at two o'clock of the same day when the plans will be examined and explanations received from the President of the Company, D.A. MacDonald, Esq. M.P.

Montreal and Ottawa City J. Railway.

Yesterday evening a large number of gentlemen assembled in the reading room of the Russell house to inspect the maps, plans, profiles and specifications of the above road prepared by Mr. Charles Legge, C. E., who, in company with Mr D. A. Macdonald, M. P. have come to this city on business connected with the proposed line. Among those present were Messrs. Jay. M. Currier, M. P., Dr. Grant, M.P., Aldermen Featherston, Woodburn, Cunningham, Mr Hubertus of the Globe, Mr. Michael of the Times, Mr. Mitchell, of the Free Press, Mr Ryan, of the Citizen, and a number of others interested in railway matters. Mr. Legge displayed the maps and profiles showing the nature of the country through which the proposed road will pass. These exhibited a most favorable route for the line. Passing through a country remarkably level, the cuttings are comparatively insignificant and occur in the immediate facility of fillings which is a great advantage. In one part the road passes through a tamarack level where an inexhaustible supply of the very best ties is standing, while the cuttings in many places are through sand and gravel, thus giving all the ballast required. The cost of bridging is very slight compared with the length of the line, the principal part of the work being in the vicinity of Ottawa. The road will enter this city at the Rifle Range, crossing the Rideau on a rock bottom, where the water is low at all seasons of the year. Running thence the road intersects the city at the line parallel with Biddy street, where it is proposed to make the station within a convenient distance of the business portions of the city. All the plans and surveys are remarkably well executed and give an exact idea of the advantages and disadvantages of the route. Tomorrow at noon Mr. Legge and Mr. Macdonald will exhibit them at the city hall where all who are interested in the subject will receive the fullest explanation from these gentlemen..

13/10/1871 The Times, Ottawa Montreal and Ottawa

Report of a special meeting of City Council on Montreal and City of Ottawa Junction railway plans.

The Montreal and Ottawa Railway.

We have received from Mr. Charles Legge, Civil Engineer, a report on the recent survey of the Montreal and Ottawa City Junction Railway, which give some detailed information as to the character of the country through which the line will pass, the nature of the difficulties to be encountered in construction, cost of construction, the means probably available, and the prospects of traffic. The country is well timbered, and in a large portion of it the growth is principally tamarac and pine, kinds of wood which are very suitable for railway ties, and valuable as merchantable articles, and the soil is principally clay and sand, well adapted for agricultural purposes. The difficulties to be overcome in the construction of the line are not of a serious nature, as the country is remarkably level, and the rivers and creeks of no importance. The grades and curves will be very light and easy, and the embankments and cutting of less dimensions than the average of such works on railways. Gravel is found in abundance along the route of the line, and, the ballast material being at hand, this part of the work can be easily and very satisfactorily performed. The fine growths of tamarack and pine will readily afford the material for tie and other purposes. The report says that "it may be mentioned as a singular fact that from one end of the line to the other, in as far as could be ascertained, not a single yard of rock excavation will be encountered in the grading." Altogether, therefore, the facilities for constructing the railway are very great, and the cost per mile will be under the average. Two points of junction with the Grand Trunk Railway are proposed, viz.: at River Rouge Station, and Coteau Landing, and the length of the line between Ottawa city and these two points would be respectively 80 miles and 73½ miles, the total cost by the former being \$1,556,755, and by the latter \$1,550,573. Assuming that the Coteau terminus will be chosen, the cost per mile will be \$10,752, which is very considerably under the average mileage cost of railways but the facilities of construction we have mentioned fully and satisfactorily the foundation for the moderate estimated cost. The money which will probably be available for the construction of the road are the following:- i Grant from the Government of Ontario, \$198,000, at the rate of \$3,000 per mile on 66 miles, the number of miles within this Province; bonus from the city of Ottawa, \$100,000; from the Township of Russell, \$25,000; from the Township of Cambridge, \$30,000; from the Township of Roxborough, \$15,000; from the Township of Kenyon, \$40,000 1 from the township of Lochiel, \$40,000 from the township of Newton, \$12,000; and from the city of Montreal, \$200,000 being a total of \$660,000. This would leave a balance of \$870,000 to be raised on the bonds of the Company, and we apprehend that very little difficulty would be encountered in raising that amount. The estimate of cost above given is based on the assumption that the bridge structures would be of wood; but by the expenditure of an additional \$26,000 these structures could be erected of iron, which would give the road more stability and permanence at an exceedingly moderate increased cost. As to the prospect of the Report speaks very hopefully. In the first place there is the traffic from passengers. The road will traverse a country, between Ottawa City and Coteau landing, which is estimated to contain a population of 264,000, of which fully one half will be available to the Railway. But the great bulk of traffic is derivable from farm, forest and merchantable products. In the Report it is estimated that the following products are raised in the Counties traversed by the line; cereals, 6,380,066 bushels; root crop, 3,122,248 bushels; hay 141,097 tons; butter, 3,517,558 lbs; cheese 747,145 lbs; beef and pork, 60,824 barrels. It is estimated that the Counties will give a traffic in the movement of their produce of about 116,000 tons, one half of which will be sent to Ottawa and the other to Montreal. In addition to ordinary farm products, it is reasonable to assume that a very considerable traffic will be derived from the forest. There is certain to be demand for cord wood both in Montreal and Ottawa, and as the country traversed by the line is well-wooded the two cities will for years draw upon it for their supplies. Moreover, a very great traffic must be derived from the lumber mills on the Ottawa. The manufacture of pine lumber on the Ottawa is largely increasing and with greater facilities of transportation the traffic will continue to grow. The lumber manufactured at the City of Ottawa and immediate neighbourhood, amounts to the enormous quantity of 240,000,000 feet, board measure; of which about 190,000,000 feet are sent to the markets of the United States. (The distance to these markets by the proposed line will be shorter than by any other route, and it is fair to assume that it will receive a considerable portion of this immense traffic. Heretofore a large portion of the lumber manufacture on the Ottawa has been sent to the West Indies and South America through United States ports; but latterly this trade has been diverted in a marked degree, and the port of Montreal is now a great port of shipment for Canadian lumber. In the year 1867 the shipments of lumber from Montreal were 728,116 feet, but in 1870 they had reached 24,998,914 feet, and the trade is still increasing. Montreal will therefore, be a great shipping port for lumber, and as the proposed line will be the shortest rail connection between the place of manufacture and the place of shipment, it must receive a liberal share of the lumber traffic. The following is an abstract of the estimated income and expenditure of the Road:- Passengers, 150,000, at an average of one dollar each, \$150,000; freight, 116,000 tons, at 80 cents, \$92,000; lumber, 65,000,000 feet, at \$1.26 per thousand, \$81,000; being a total of income of \$324,700. On expenditure, for traffic expenses, wear and tear, and renewals, the liberal allowance of 80 per cent, is made, or \$259,760 of the gross estimated receipts; which leaves a balance of \$64,940 to meet the interest on bonds. These estimate are not at all extravagant, and we are, therefore, encouraged to hope that the road when constructed will be a "paying concern."

13/01/1872 *Ottawa Citizen**Montreal and Ottawa**Lancaster*

The first meeting of the Montreal and Ottawa Junction Railway Company was held at Lancaster on 10th inst., when Mr. D.A. MacDonald M.P. was elected President and Mr. E. McGillivray of this city Vice President. The company intend to push their work without unnecessary delay and tenders will be advertised for at once so that contracts for construction can be entered into by the 6th February next. More - good to see it etc.

13/02/1888 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The engineer engaged in preparing the profile for the proposed interprovincial bridge was at work on the Ottawa river today.

04/04/1888 *Ottawa Journal**Montreal and Ottawa*

While the Lower Town people are figuring on getting a bridge across the Ottawa at Rockcliffe which they naturally conclude would, commercially speaking, give a great impetus to that part of the city, a surprise is in store for them, which, as a means of bringing in trade will throw the bridge scheme far back.

The surprise is that it has been decided that the Prescott and Vaudreuil Railway from Vaudreuil to Ottawa is to commence almost at once. The road is to traverse the counties of Prescott and Russell.

The route of the road has been laid out and by this survey it will make the distance between Ottawa and Montreal at least sixteen miles shorter than by any of the present routes.

A company has been formed for the prosecution of the work and a charter granted. The Dominion Government has subsidized the road from Vaudreuil to Hawkesbury, a distance of 30 miles, with \$3,200 a mile. The Quebec Government give the road for thirty miles for 10,000 acres per mile, and the Ontario Government are also expected to come down handsomely. It is expected that the counties interested, Prescott and Russell, will project their assistance in the form of a bonus.

The road will connect with the Grand Trunk at Vaudreuil and will tap Hawkesbury, Vankleek Hill and several other large centres of population. Where in Lower Town the road will come in has not yet been determined, but it is not unlikely to run to run into the city near the St. Lawrence and Ottawa station.

It is understood that the right of way for the new road has been secured and that building will begin from Vaudreuil as soon as the weather permits. The country to be traversed is described as very easy for construction, very little bridging required. There is no question that should this road be pushed through it will give the lower portion of the city an impetus of a big size, bringing, as it would, trade from two large counties as well as Montreal and other points.

05/04/1888 *Ottawa Citizen**Montreal and Ottawa**Vaudreuil*

The Prescott, Ottawa and Vaudreuil Railway intend commencing work at Vaudreuil as soon as the snow has disappeared.

06/04/1888 *Ottawa Journal**Montreal and Ottawa*

Report of the election of directors of the Vaudreuil and Prescott Railway. Messrs. Beemer and Montgenais likely to get the contract for the first thirty miles. --

The Grand Trunk Railway have decided to back the Ottawa and Vaudreuil company in the construction of a railway from this city to Vaudreuil on the Grand Trunk. More.

23/01/1889 *Ottawa Citizen**Montreal and Ottawa*

L'Original 22nd. The meeting held in L'Original in promotion of the Vaudreuil and Ottawa railway was an immense success. People turned out by hundreds from Prescott and Russell.--The following resolution was passed amid great enthusiasm. Moved by Wm. Rodden, seconded by Mr. Touthier, ex-M.P. "That in the opinion of this meeting, it is important to take immediate action to secure the construction of the railway from Vaudreuil to Ottawa, and the citizens and representative men here pledge themselves to interest themselves in every possible way in their respective localities to obtain substantial assistance and further the project." --

23/01/1889 *Ottawa Free Press**Montreal and Ottawa**L'Original*

Account of a meeting held at L'Original. More

28/01/1889 *Ottawa Citizen**Montreal and Ottawa*

It is proposed to carry the Ottawa and Vaudreuil Railroad through East and West Hawkesbury, Longueuil, Caledonia, Alfred, North Plantagenet, Clarence and Cumberland. A bonus of \$50,000 will be asked from the townships, and it is suggested that the people of Ottawa should help.

07/02/1889 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

Railway ties are being got out at Plantagenet for the new Ottawa and Vaudreuil Railway line, work on which will start in the spring.

01/03/1889 *Ottawa Journal**Montreal and Ottawa*

Details of bonuses voted by municipalities to the Vaudreuil and Ottawa railway.

02/03/1889 *Ottawa Citizen**Montreal and Ottawa*

At a meeting of the ratepayers of Vankleek Hill, held on Tuesday, it was resolved that a by law be submitted to the people granting \$10,000 as a subsidy to the proposed Vaudreuil and Ottawa Railway. The municipality will also, if the by law is passed, give the right of way through the territory and exempt the property of the company from taxation for ten years. The total sum of bonuses voted, as well as promised, is \$78,000, divided up among ten municipalities.

12/07/1889 *Ottawa Journal**Montreal and Ottawa*

THE FIRST SOD

OTTAWA AND VAUDREUIL SOON TO BE DIRECTLY LINKED.

On the 17th Inst. The First Sod Will be Turned - Programme for the Auspicious Occasion - List of Stations - 500 Men to be Started on the Work.

The first sod of the Vaudreuil and Ottawa Railway will be turned next week, and the work will be pushed forward straight ahead as fast as circumstances will permit. The ceremony will take place at Rigaud on Wednesday afternoon next 17th inst. by Madame Montgenais, wife of the president of the road and Mrs. Hugh McMillan wife of the member for Vaudreuil will have a silver spade specially prepared. There will be fifty teams and a hundred men in readiness and as soon as the sod is cut they will commence the real work of the construction of the line.

REJOICINGS

Rigaud will be en fate on that day. Bands of music will contribute to the enjoyment. Boats from Ottawa and Montreal will carry visitors who will arrive at the destination at noon. The morning will be occupied by welcoming the incoming guests. After lunch the sod will be turned and Mr. Morgenais will extend his hospitality to the assembled multitude.

THE LINE

The line is to run from Vaudreuil to Ottawa a distance of 87 miles. The work will be begun at Rigaud and Vaudreuil with a location between Hudson and Como.

There will be depots at Grand Montagne, Rigaud, St. Eugene, East Hawkesbury, Vankleek Hill, Caledonia Springs, Plantagenet, Alfredtown, Clarence, Gloucester and Ottawa. The Ottawa depot will supply a passenger and freight depot to the Lower Town section of the city.

The line will be 87 miles in extent, with three iron bridges, and the construction is estimated to cost dollars \$2,000,000.

Messrs. Foster & Charlebois are the contractors for the whole work, and have undertaken to have it in running order by the fall of 1890.

EVERYTHING ARRANGED

Mr. Charlebois speaking to THE JOURNAL said : "Tell the people they will have the road, sure, all the financial arrangements are made, and the road must go on. There will be no hang off this time. We should have 500 men on the line as soon as we can get them. At the directors meeting yesterday in Montreal, there was a full board, and the greatest enthusiasm. The road will be nine miles shorter than the C.A.R. and the trip from Ottawa to Montreal will be made in just three hours. Everything is definitely settled and we shall soon be in the very thick of work.

17/07/1889 *Ottawa Citizen**Montreal and Ottawa*

VANDREUIL [sic] AND PRESCOTT RAILWAY

Turning of the First Sod To-morrow - a Village Filled with Visitors.

Special to THE CITIZEN.

Rigaud, Q., 16th - the first sod of the Vandreuil and Prescott Railway will be turned tomorrow. The village has been in a state of intense excitement all day. In fact it was a semi-holiday, and the inhabitants of the pretty village have done hardly anything else but discuss the prospects of the railway. The village is, in fact, en fetet, and on the roads leading here there is one large procession of buggies, and every kind of farmers' waggons bringing in their quota of attendants for to-morrow's ceremonies. The hotels are crowded to the utmost capacity, and when the road is formally commenced there will be fully 5,000 people present to see it. The village is so crowded to-night that many of the visitors cannot find accommodation and will have to stay up all night. Large delegations from Ottawa and Montreal are already here as well as from Vandreuil, Hudson, Grand Monte, St. Eugene, Vankleek Hill, Caledonia Springs, Alfred, Plantagenet, Clarence Creek, Sarsfield and Cumberland.

01/08/1889 *Ottawa Free Press**Montreal and Ottawa*

The large number of 40,000 railroad ties has been taken out for use next winter on the South Nation River, near Casselman, by Mr. J.D. Quesnel, of that place. He intends shipping these, along with a quantity of round timber, to various points on the Vaudreuil and Prescott railroad, at present being constructed.

Vankleek Hill. The people living along the Ottawa river are very much excited over the construction of the Vaudreuil and County Prescott Railway and where it will be located. They are offering great inducements to try and influence the company to build the road along the river but they will have all their trouble and expense for nothing, as the road has already been located to Vankleek Hill via St. Eugene. The contractors have given their word of honour to the electors of West Hawkesbury, that they would not under any consideration, construct the road along the river as it would be almost five miles longer and that location would be much more difficult to construct so that the cost of building the extra five miles with the additional expense of constructing a road over a hilly, uneven, wet country, than over a level country, would counterbalance any inducements they could offer over the ten thousand offered by West Hawkesbury and the four thousand offered by East Hawkesbury to the country. Besides, the located road to Vankleek Hill passes through the finest country in the Ottawa valley, and any company which would ignore the large amount of traffic they would obtain from this section of country, would be blind in their own interests. There is no doubt but the road will be built to this place in a very short time and the best thing the Hawkesbury people can do is to try and induce the company to build a branch from here to than place.

15/10/1889 *Ottawa Journal**Montreal and Ottawa*

Mr. Geo. C. Ronan has taken a contract for two miles of the Vaudreuil and Ottawa railway.

11/11/1889 *Ottawa Citizen**Montreal and Ottawa*

Judge Foster, General Manager of the Vaudreuil and Ottawa Railway Company, who was in town a day or two ago, says that he expects trains over this road will be running into Ottawa by November 1st, 1890. Thirty miles of the line have been graded, and the iron is on twenty miles. By this line the distance between Ottawa and Montreal is 106 miles, being shorter by 10 miles than the C.A.R. and 14 miles by the C.P.R. It is understood that the Vaudreuil and Ottawa Company would be willing to assist in the building of the Rockcliffe bridge, as by that means they would be able to gain an outlet from the city and make connections with the Pontiac Pacific Railway.

Application has been made on behalf of the Vaudreuil and Ottawa road for permission to cross the Canadian Pacific Railway on the level at Vaudreuil. This will come before the Railway Committee of the Privy Council on Tuesday the 19th Inst.

22/11/1889 *Ottawa Citizen**Montreal and Ottawa*

Judge Foster, who was in town a few days ago, says that sixteen miles of the Vaudreuil and Ottawa Railway are now in operation. The terminus is not as yet as definitely settled, but it is understood the line will cross the river at the Rifle Range and get a station as near the centre of the city as possible. Nothing, however, has been settled.

12/12/1889 *Ottawa Free Press**Montreal and Ottawa*

Mr. Charlebois, the contractor for the Vaudreuil and Prescott railway stated this morning that work would be commenced on the Ottawa end of the work next spring. The contract for grading from here to Clarence will be let first and operations will commence as soon as the frost is out of the ground.

Mr. Charlebois says that the laying of the rails from Vaudreuil is proceeding at the rate of a mile a day. About seven miles are now laid and Rigaud will be reached by the first of January. The first train from Rigaud to Vaudreuil is expected to run about the middle of next month.

20/12/1889 *Ottawa Free Press**Montreal and Ottawa*

The question of a union depot for Ottawa is rapidly coming to the front. It is said on good authority that the Vaudreuil and Prescott railway will have a station on Besserer street between Nicholas and Mosgrove. Mr. J. Shanly, the engineer for the company, has been here for some days examining the entrance and finds no difficulty in the way. The line will probably cross the Rideau river between the Canada Atlantic and the rifle range and run across the head of Deep Cut on the canal. Thence north along the east bank of the canal running under Maria street bridge, and east to Dey's boathouse. There it will make a slight curve, cutting off a portion of the Canadian Granite company's buildings and terminate on the south side of Besserer street, on the present site of the brick tenement row? The station would thus have entrances from both Nicholas and Mosgrove streets and be centrally located. Messrs. Charlebois, Foster and McMillan, directors of the road, examined the proposed route this morning and, it is understood, approve of it.

The Canada Atlantic has given notice of its intention to build a branch along this same route. A high legal authority, asked his opinion as to which road had the better claim, in case of opposition, said that the Canada Atlantic had already entered the city, which its charter gave it permission to do and was now asking for an additional privilege. The Vaudreuil and Prescott has the privilege of entering the city where it pleased and should be granted the fulfillment of this privilege.

28/12/1889 *Ottawa Citizen**Montreal and Ottawa*

At a meeting of the directors of the Vaudreuil and Prescott Railway Company, the plans of the proposed entrance between the Canal and Nicholas street to Besserer were approved. It is proposed that the station will be on Besserer street. Should this be established, it is thought that at no distant day a grand central depot will be established on Rideau street in the vicinity of Mosgrove.

02/01/1890 *The Equity, Shawville**Montreal and Ottawa*

At a special meeting here today of the directors of the Vaudreuil and Prescott railway, it was resolved to deposit plans with the government tomorrow for the approaches of the road into Ottawa; also to give notice of application to parliament for the expropriation of lands to enter the city over the Rideau river and down the banks of the Rideau canal to within fifty yards of Rideau street. The depot would thus be close to the militia stores, Sparks street bridge, in the very heart of the city and only a block or two from the Russell house and the Parliamentary buildings. This is the very route for which the Canada Atlantic has given notice by extension of its main road and transfer of its terminus to the same vicinity.

07/02/1890 *Almonte Gazette**Montreal and Ottawa*

A number of gentlemen are asking incorporation from Parliament to bridge the Ottawa River from Ottawa to Hull.

28/02/1890 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

In order to give time to effect a union of all the interests concerned in the construction of a railway and passenger bridge over the Ottawa river, the reporting of the bill was postponed when it came up before the Railway Committee of the House yesterday. This was agreed to at the joint request of Mr. Booth, on behalf of the Canada Atlantic, and Mr. H.J. Beemer for the Gatineau Valley and Pontiac Pacific roads. The two latter are the only ones not yet incorporated with the scheme, but by the time the committee meets again it is expected all arrangements will have been perfected for the union of these two important railway interests with those already identified with the scheme.

OTTAWA RIVER BRIDGE BILL

The Ottawa River Bridge International incorporation Act was again the first order of the day before the railway committee this morning. The chairman, Sir Hector Langevin, said that he was informed by Mr. Perley that the various parties interested are coming to an agreement and would probably be able to report during the morning. The order was therefor laid over for a time.

On its again being called Sir Hector read the following names as being added to the list of promoters: A. W. Fleck, A. J. Chamberlain, G. H. Perley, J. W. McRae, H. J. Beemer, J. S. Hall, F. Brennan, S. Tester, H. Macmillan, J. B. Mongenais, Hickey, Whitney, Scott, M. D., and Champagne. Hon. Peter Mitchell objected that the C.P. Ry. was not represented.

A clause had been added providing that all railway companies using the bridge should be represented on the directorate and that in case of the city of Ottawa granting a bonus that it should also be represented. Mr. Perley moved that the starting point in Ottawa be changed from some point between Metcalf Square to St. Patrick street, to, from some point between Metcalf Square and the foot of the Rideau locks. This was agreed to. Hon. J. A. Chapleau, to protect the Pontiac Pacific charter, moved that a clause be inserted that no powers included in this charter should interfere with rights already granted in other charters.

Mr. Peter White objected, as the P. & P.J. might stop any bridge being built.

Mr. Chapleau said that within three months the Pontiac and Pacific Junction had lodged in the department of railways, plans and profiles for a bridge on this very site.

Mr. Perley asked that the amendment be rejected.

The amendment was defeated and the bill reported.

04/03/1890 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

THE BRIDGE MATTER.

A resolution was moved by Ald. Maclean, seconded by Ald. Borthwick, as follows: "that the council recognizing the necessity of guarding the interests of the city in the legislation that is now being asked for by a company to bridge the Ottawa River at or near Nepean Point would request the legislative committee of the council to ask the committee of parliament before which this bill is to be considered, to see that the public interests are protected by providing : 1. That the bridge shall be continued to be open to all railroads desiring to use the same on equal terms and that no discrimination shall be made in favor or against any railway company using such bridge. 2. That the bridge company shall not be authorized to lease the said bridge or the rights and privileges connected therewith, unless and until the railway committee of the privy council have consented to the terms of such lease after the corporation of the city of Ottawa have had an opportunity to be heard in reference thereto. 3. That in the event of the municipality granting a bonus to the undertaking provision should be made in the charter for representation on the board of directors by the municipality.

And that any other stipulation deemed desirable in the interests of the corporation should be urged on the attention of the committee of parliament by the said legislative committee."

18/03/1890 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

THE BRIDGE BILL PASSES.

Senator Clemow Rhetorically Sits Upon an Obstructionist.

When Hon. Mr. Clemow moved to the third reading of the Interprovincial Bridge Bill yesterday in the Senate, Hon. Mr. Power made his usual objection on the score of defacement of the landscape and the use of Majors' Hill Park and Nepean Point. He moved an amendment to confine the location on the Ottawa side to some point between New Edinburgh and the upper end of Metcalfe Square. He said, further, that some of the promoters had only recently been in insolvency.

Hon. Mr. Clemow asked for their names as he did not know one of them who had been in this state of financial insecurity.

Hon. Mr. Scott said the amendment was out of order, as no notice of it had been given beforehand.

The Speaker having ruled the amendment out of order. Hon. Mr. Power moved another amendment to refer the bill again to committee.

The Speaker declared this motion also out of order.

Ho. Me. Clemow said: The honorable member from Halifax (Mr. Power) seems to take a paternal interest in this project. He has offered a persistent opposition to this bridge company, for what reason I do not know. He seems to ignore the fact that the city council, who are the guardians of the city's interests, and the government, who are alive to the interests of the country, are in favor of the bill. "the situation, he continued, was the most advantageous that could be selected. The bridge would be 30 or 40 feet below the level of Nepean Point, and instead of injuring the place would beautify it. The situation, for which a charter had been granted three years ago like that suggested by Mr. Power, was not a good one. The latter would necessitate the crossing of nine streets of the city." He (Mr. Power) states that some of the corporators are insolvent. I should like to know who they are, but I do know that some of them have a very large stake in the city. We are promised aid from the Ontario and Quebec legislatures, and the bridge will be built in a very short time. He said if the bill had been allowed to pass the other day a delegation would have proceeded to Toronto and received a considerable amount of assistance for the purpose of proceeding with the work."

After further discussion the motion was agreed to and to the bill was read a third time and passed.

19/03/1890 *Ottawa Journal**Montreal and Ottawa**Rigaud*

The first section of the Vaudreuil and Ottawa from Vaudreuil to Rigaud will be inspected tomorrow by Mr. Ridout, government engineer. Mr. Ridout will be accompanied by Judge Foster and Messrs. McMillan, Labrosse and Bain, M.P.'s.

30/07/1890 *Ottawa Free Press**Montreal and Ottawa*

When Mr. Mercer, premier of Quebec, was in Rigaud, on Friday, a deputation of laborers, formerly employed on the Ottawa and Vaudreuil railway, waited on him and asked that the provincial government take steps to obtain for them payment of wages which they had earned from some sub-contractors which were not yet paid. Mr. Mercer promised to do what he could for the men. Mr. Charlebois, the main contractor for the road, was seen at the Russell here today with reference to the complaint of the laborers. He said, "The men will be paid in full, and it will not be necessary for the government to interfere or retain any of the subsidy due to the company. I have usually taken care in dealing with sub-contractors that the laborers employed by them receive their wages. When it became apparent to me that Herbert and Doran, the sub-contractors, were getting behind in their work and not paying their men I took the contract out of their hands and will finish it. When it is completed there will be enough due from the company to the sub-contractors to pay off the laborers. The contract will be finished by the first of September, and then the laborers will be paid in full.

Mr. S.W. Foster, the chief promoter of the new railway from Ottawa to Vaudreuil, was in the city yesterday and had an interview with Sir Hector Lange in, minister of public works, speaking of the progress upon the railway, Mr. Foster stated that the twenty mile section from Vaudreuil to Rigaud is now completed and ready for government inspection. Next Friday several excursion trains will be run over the road carrying pilgrims from Montreal to the new shrine of Lourdes erected on the mountain to the west of Rigaud Village, which is to be formally dedicated on that day by the Archbishop of Montreal. The road has been ballasted, station buildings erected, and on the 30th of this month it will be opened for traffic and through trains will then be run from Rigaud to Montreal.

"Will the road be pushed forward to Ottawa this year?" Mr. Foster was asked.

"Yes," he answered, "we will push the road on as fast as possible through Hawkesbury or Vankleek Hill and expect to reach Caledonia Springs in a few weeks."

"What about the rumor that your company intend to branch off from Caledonia Springs and make connection with the Canada Atlantic instead of coming into Ottawa by a new line?"

"That is a question that has not been considered at all. But if the company obtain sufficient encouragement to induce them to build an independent and straight line from Caledonia Springs to Ottawa, no doubt they will do so, in preference to connecting with any other road."

12/12/1890 *Ottawa Free Press**Montreal and Ottawa**Vankleek Hill*

The survey along the route of the Montreal and Ottawa railway is progressing rapidly. A trial line was run through the village of Vankleek Hill last week and now engineering staff are engaged in surveying another line in order to bring the road into the centre of the village. It is expected that the station will be erected on the property of Mrs. Butterfield.

23/01/1891 *Ottawa Journal**Montreal and Ottawa*

The Vaudreuil and Ottawa Railway.

Mr. A. Charlebois, the well known contractor, is at the Russell. Speaking to the Journal of the Vaudreuil and Ottawa road he said they expect to have the track laid to Ottawa by next fall. The survey is completed as far as Plantagenet, and would be finished to Ottawa in the course of two or three weeks. They are now building piers over the River la Grace, between Point Fortune and Rigaud, so as to be ready to lay the rails in the spring. As to the entry into the city, Mr. Charlebois could not say anything at present. He thought arrangements would shortly be completed with the Grand trunk for passenger traffic over their line into Montreal from Rigaud.

25/03/1891 *Ottawa Journal**Montreal and Ottawa*

A Montreal despatch says: Judge Foster of Knowlton and Messrs. A. Charlebois and J.J. McDonald, well known contractors, left town this afternoon via Vermont Central for New York where the three gentlemen just named will take the White Star liner on Wednesday for Liverpool. These gentlemen will probably be absent for six weeks and will no doubt be engaged in several financial schemes of the greatest moment to Canada's railway interest. The Montreal and Ottawa line of which Mr. Charlebois is the contractor is now located as far as Cumberland, but 15 miles from the capital and no doubt as soon as the above named gentlemen return the entire distance from Rigaud to the Rideau will be covered with men. In fact the energetic promoters have promised all along that the locomotive would run over the Montreal and Ottawa from end to end before the close of the present year, and it now appears that such is to be the case. Judge Foster and Mr. Charlebois, while absent will make a large purchase of rail in Belgium.

28/07/1891 *Ottawa Free Press**Montreal and Ottawa*

A party of forty-five men left the C.A.R. depot this morning under charge of railroad foreman Louis Leamy, to work on the Montreal and Vaudreuil railroad. Andrew Leamy left with another gang at noon today for the same place.

21/12/1891 *Ottawa Free Press**Montreal and Ottawa*

The Canadian Pacific company commenced running the first regular passenger train over the Montreal & Ottawa railroad this morning. The new line at present extends from Montreal to Rigaud.

15/01/1892 *Ottawa Journal**Montreal and Ottawa*

A director of the Vaudreuil and Ottawa railroad states that work on the road will be pushed from Rigaud to Ottawa the first thing in the spring, and it is expected will be completed and trains running by the fall.

It is also stated that if the C.P.R., who now control the Vaudreuil road, cannot obtain from the government the exclusive right to enter the city via the canal bank as asked for, they propose to run the road to the Union depot at the Chaudiere. This they could do by running a little south of the city and connecting with the C.P.R. Prescott track. Once in the city they would be in a better position to make arrangements with other companies for entrance via the canal bank should the government decline to grant exclusive privileges.

Mayor Durocher, being seen, said that he had not heard that the C.P.R. were pressing claims for the canal bank route, but if they did, he would certainly urge the city council to renew their protests to the government against any company being allowed entrance by that route exclusively or on any terms more favorable than any other road.

21/04/1892 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Breaking ground.

At 4 p.m. on the Ottawa side mayor McDougall with a spade and wheelbarrow. On St. Patrick street near the ferry landing.

In Hull mayor Champagne performed a similar ceremony.

Ground was broken because the charter calls for work being commenced during this month but the company have three years to build the bridge.

Repeated in the Shawville Equity, 26 April, but said it occurred on 19 April.

21/04/1892 *Ottawa Journal**Montreal and Ottawa**Caledonia Springs*

J.R. Charlebois, contractor for the Ottawa and Montreal railway is in the city.

"We are moving along well with the building of the road but we are making no effort to unduly rush things. What we are desirous of having, and what will we have once it is completed, is a first class road between Montreal and the capital."

"By the first of July, of this year we expect to be able to reach Caledonia Springs by train."

Already running between Rigaud and Montreal-- will be operated by C.P.R.

19/11/1892 *Ottawa Journal**Montreal and Ottawa*

Mr. Charlebois, contractor, is now putting the finishing touches to the road as far as Point Fortune. Once this is completed he will cease the work of construction for the winter. During the winter months he will be engaged in expropriating the land for the right of way as far as Caledonia Springs.

24/04/1893 *Ottawa Citizen**Montreal and Ottawa*

It is rumoured around Vankleek Hill that a large gang of men will shortly commence work on the Montreal and Ottawa Railway to complete it to Caledonia Springs by the 1st of July.

It was learned yesterday from a reliable source that the directors of the C.P.R. would, this week, take into consideration the question of the construction of the Vaudreuil and Ottawa branch from Point Fortune to Caledonia Springs and thence to Ottawa. It is said the authorities of this road are anxious to get this branch built, as their run from Montreal to Ottawa would be nineteen miles shorter than by their present North Shore route, and it would ensure more satisfactory connections with the western trains.--

WILL SPAN THE RIVER

THE P. & P.J. RAILWAY TO BUILD NEPEAN POINT BRIDGE

That Line and the Gatineau Valley Will Come into the Central Depot - The Work to Commence at Once and Will Cost \$750,000.

Mr. Dale Harris, engineer of the Pontiac & Pacific Junction Railway and the Gatineau Valley railway, informed THE JOURNAL this morning that the building of a bridge across the Ottawa, from Hull to Nepean Point, is a settled fact.

The scheme has been under consideration for some time and it will be ratified by the shareholders of the Pontiac railway company at the annual meeting to be held in Montreal on Wednesday next.

At the same meeting the shareholders will agree to issue bonds for the cost of the bridge. A purely railway bridge will cost \$500,000 while a railway and bridge combined would cost \$250,000 more.

WILL AMALGAMATE

Mr. Harris explained that the P. and P.J. railway, and the Gatineau Valley railway will become amalgamated and use the bridge conjointly. The two lines will join about half a mile back from the ferry landing on the whole side. From that point of junction to the river edge a great deal of filling will have to be done to bring the level up to the Nepean Point elevation.

WILL BEGIN WORK AT ONCE

The bridge will strike Nepean Point at its extreme point, and from there the railway line will be carried around the edge of Major Hill park along the east side of the canal until it junctions with the Parry Sound and other lines at the Central Depot at Sapper's bridge.

The P. & P.J. railway company have a bridge charter, and will either purchase the C.P.R. branch between Ottawa and Aylmer, or else build an independent line of its own.

Mr. Harris expects that work on the bridge will commence at once in the shape of surveying, drawing stone for pier work, etc.

THE CITY WILL HELP

Mayor Durocher. asked this morning if he thought the city would assist the project, replied, "Yes, I believe the city will assist it with both hands. We want an avenue to the north for our farmers and business men and I think every citizen is prepared to go into his pocket and give substantial aid."

In Prescott county there is strong expectation that work on the Montreal and Ottawa railway, now under control of the C.P.R., will be commenced almost immediately.

It seems only two weeks remain for the company to begin, in order to prevent the bonus from the Ontario provincial government being transferred to the proposed Canada Atlantic belt line through Prescott and Russell counties.

It is said that that portion of line now built from Rigaud to Point Fortune is to be abandoned and a new line run direct from Rigaud. This line will run inland and will presumably pass at but a short distance from Vankleek Hill. From the latter place to Ottawa the length of the line will be but 45 miles. The residents of the counties through which the line will run are anxiously watching developments.

The shareholders of the Pontiac and Pacific Junction railway and the Ottawa and Gatineau Valley Ry. Held a special meeting on Saturday. The bridge to be built across the Ottawa river at Nepean Point is to be a steel cantilever railway and passenger bridge. The governments and municipalities interested will be approached at once with a view to securing subsidies.

C.P.R. WILL GET THE SUBSIDY.
IF THEY START ON THE M. & O WITHIN A YEAR.

In the Railway Battle in Toronto Yesterday. After a Private Interview With the Government, the Big Corporation Bests the Central Counties.

The struggle between the Central Counties railway Co. and the C. P. R. for the possession of the subsidy granted at the recent session of the local legislature for the construction of a railway line through the counties of Prescott and Russell has resulted in the C.P.R. coming out top.

The Ontario government heard both sides in Toronto yesterday. The Central Counties railway deputation headed by ex-Alderman Cunningham and Mr. Hibbard contended that the offer of the C. P. R. to construct just now, the line of railway known as the Montreal and Ottawa was not bona fide, citing previous agreements and offers made by the C.P.R. to government and township authorities for bonuses to help on the construction of the line, which agreements were never carried out and bonuses granted were allowed to lapse.

The cabinet ministers who heard the rival parties were Sir Oliver Mowat and the Hon. Messrs. Fraser, Hardy, Dryden, Harcourt and Bronson.

The C. P. R. had been invited to the interview by the government and the company was represented by Messrs. Shaughnessy, Tait, Wells, Hon. R. W. Scott, Evanturel, M. P. P.

for Prescott, A. Robillard, M.P.P. for Russell, Dr. Gilmoor, M. P. P. for West York and Joe Tait, M. P. P., Toronto.

Prior to the opening of the discussion, Hon. R. W. Scott said that Mr. Shaughnessy did not desire to state his case before the rival company, as he had something private to say to the government.

A PRIVATE CONFAB

The Central Counties men were prepared for either a public or a private discussion. The cabinet conferred for a short time and decided that the deputations should be heard alternately and separately.

The C. P. R. people went first to the bat.

After stating their side of the case the Counties men got in their work and thus alternately the war raged from two o'clock until half past five, when the government decided that the C. P. R. should get the bonus if they started operations within a year.

PUTTING IT TO THE GOVERNMENT

The Central Counties men then got a little hot, and said they could abandon their project of putting a railway line through Prescott and told the government that on them would rest the responsibility.

The amount in dispute is \$92,000 or a bonus of \$2,000 per mile for forty-six miles.

At last session of the Ontario legislature a bill was brought in granting this to the Central Counties Railway company for a line of road west from Vankleek Hill and connecting with the Canada Atlantic. This bill got two readings but on the third reading a "rider" was tacked to it by Hon. C. F. Fraser, giving the bonus to the C.P.R. conditional that they would at once begin the construction of the Montreal & Ottawa railway from Point Fortune westward.

ONLY BUILT IN QUEBEC SO FAR

The line is now built from Vaudreuil to Point Fortune, a distance of some twenty one miles, but so far there is not a foot of it built in Ontario.

The Central Counties railway men contend that the C.P.R. is playing fast and loose with the whole question and are simply trying to crowd out a competitor, who really desires to build a road through the counties.

LOOKS LIKE BUSINESS

MR. BEEMER ASKS FOR PLANS FOR THE J.E.G.V.R. TO ENTER OTTAWA

An Engineer Taking the Numbers of Lots Through Which the Road Would Pass in Hull - as to Pembroke Bridge.

Mr. H. J. Beemer, president of the now amalgamated railways, the Gatineau Valley and Pontiac & Pacific, has ordered his engineering staff to prepare plans for the bridging of the Ottawa, at Ottawa city and also near Pembroke and chief engineer Mr. Dale Harris is now at the work.

As far as can be learned it is believed that the Pontiac Railway will be pushed across the river to Pembroke at the earliest date and at the same time the bridge across from Hull to the Ontario site will be constructed as soon as the necessary financing is done so as to let the Pontiac road and the Gatineau Valley into Ottawa by way of Nepean Point.

It may be stated that the bridge now proposed to be constructed has been in contemplation for some years and that five years ago a preliminary survey was made of the route from Hull down to the river side and the elevations taken. Things were left in advance, however, until the late amalgamation of the Pontiac and Gatineau roads, when the scheme of bridging took new life and now the prospects are that it will be pushed to completion at an early date. This bridge will give the two wards mentioned an outlet to the south, east and west. As it is at present both roads are hemmed into the north by the Ottawa river. Mr. Harris is now engaged completing the plans for the bridges and these will be forwarded to Mr. Beemer shortly.

Yesterday Mr. Keller of the engineering staff was in Hull getting the numbers of the lots as well as the owners' names of the land necessary as a right of way between the Gatineau Valley railway track and the river side. This was done in order that Mr. Beemer could have full information as to the right of way.

IT'S ONLY A MATTER OF MONEY

THE P. & P.J. AND G.V.. RAILWAYS READY TO BUILD THE BRIDGE

If the City Council and Dominion Government do Their Share the New Ottawa River Bridge and Traffic Bridge Will go on

A long discussion on the proposed bridge over the Ottawa at Nepean Point was the outcome of a reply received from the P. and P. J. and G. V. R. authorities to a communication from the board asking that express facilities be given on these two railroads.

The reply was to the effect that the recommendation would be taken into consideration at the first joint meeting of the companies. It added that a much more satisfactory service in every way could be given if the roads were centered here and that the only way this could be done is by Ottawa, Hull and the governments of Ontario, Quebec and the Dominion suitably subsidising the proposed bridge.

As a result of the latter part of the communication, the interested railways had been invited to send a representative to the board meeting to explain their bridge scheme. They sent Mr. Dale Harris, chief engineer of the G.V.R. who gave a detailed account of the scheme as it now stood. Mr. Harris said a channel running along the Ottawa side of the river, 400 or 500 feet wide, was 80 feet deep, and the remainder of the proposed line of the bridge contained from six to 20 feet of water and an unknown depth of sawdust. It was therefore extremely difficult to form an accurate estimate of the cost. His own estimate was for a railway bridge only, \$550,000 to \$600,000 made up with, masonry \$250,000, superstructure, \$150,000, and the rest by miscellaneous expenses. It was proposed to erect a 430 foot span over the channel in order that there might be no interference with navigation. The bridge would strike Nepean Point near the top and then skirt the waste land along the side of Major Hill Park to the basin. The Gatineau Valley and Pontiac & Pacific Junction Railway authorities had at first thought of erecting only a railway bridge and expected subsidies from the Ontario, Quebec and Dominion governments. For the combined bridge plans had been prepared by which there was to be a central span of 540 feet over the main channel and for smaller spans of 240 feet each. Fourteen feet of the middle of the bridge was to be reserved for railway purposes, and on either side should run a wagon way 9 feet 6 inches in width and a foot path 5 feet 6 inches in width. If the city built a bridge of her own, for passenger and vehicle traffic only the cost would total \$400,000 or \$450,000.

WHERE THE MONEY WOULD COME FROM

It would require practically the same masonry as a railway bridge and the iron work would cost but little less. The proposed combined bridge would cost from \$700,000 to \$750,000. Mr. Harris thought Ottawa and Quebec should be expected to contribute \$100,000 subsidies each, while the Dominion government should chip in \$150,000; Hull \$50,000, the two railways, P. & P. J. and G.V.R. \$100,000 each and Ottawa the balance or \$150,000. The length of the proposed bridge would be between 1,450 and 1,500 feet.

A considerable amount of trestle work would be required to give the railway tracks a level entrance on the Hull side, but the roadways would incline rapidly to the ground on that side of the river.

Mr. Harris had several maps of the route of the proposed bridge and explained it fully to the members of the board.

SENATOR CLEMOW APPROVES.

Senator Clemow was heartily in accord with the scheme and had no doubts as to the value such a structure would be to the city. He was anxious to have it pushed forward and thought if the C.P.R. could only be induced to take up the matter with the other railways and corporations it would be a sure go.

Mr. F. McDougal, who followed, explained that the Interprovincial Bridge Co., of which he was a member, held a charter for the construction of such a bridge over the Ottawa and which required the wagon and foot traffic to be absolutely free. He believes the charter of the P. & P.J. and the G.V.R. provided for the imposition of a toll on such traffic. The only aim of the Interprovincial Co. was to benefit the city, and he believed this aim would be defeated if there was any charge. However, all the interested railways such as the P. & P.J., the G. V. R., the Parry Sound, the V. & P. were well represented on the board of directors of the Interprovincial Co., and consequently the interests would not suffer. Mr. J.R. Booth liked the scheme because it would enable him to enter Quebec. He was president of the company. The Ontario government had promised a subsidy. The Mercier government when in power had done the same. No application had yet been made to the Dominion government, but he understood the government followed a rule of giving a percentage of the cost of such schemes. The question now was, "What is the city prepared to do?" His company had calculated on a structure costing \$500,000.

Mr. Dale Harris explained that iron had risen 25 per cent. since that estimate had been made. No help or encouragement would be given the scheme, however, unless the bridge were free to all.

MR. MCRAE SUGGESTS A COMMITTEE

Mr. J.W. McRae approved of the scheme and suggested that a committee be appointed to work with the companies to secure all possible information and to report to the board what action it should take in the matter.

Mr. J.M. Garland thought the Dominion should do more than Mr. Harris had suggested and less than \$200,000 should be expected from the city. He also said he would like to see the C.P.R. in the scheme. There had been some talk of the C.P.R. coming into the city by an independent line but he thought that was in the distant future.

THE C.P.R.'S HIGH TOLLS

In reply to a question Mr. Harris stated the C.P.R. now almost shut out the entire northern country. The P. & P.J. and the G.V.R. had to cross its bridge in a roundabout course and then the exorbitant tolls for its use were one of the causes of high rates of which the people complained.

Messrs. Joseph Kavanagh, W. Fleck, F. McDougal, Garland, J. W. McRae and P. Whalen were appointed a committee to act as suggested by Mr. McRae.

18/09/1893 *Ottawa Journal**Montreal and Ottawa**Caledonia Springs*

The C.P.R. has a surveying party at work between Vankleek Hill and Caledonia Springs locating the line of the M. & O. railway.

22/09/1893 *Ottawa Journal**Montreal and Ottawa**Caledonia Springs*

The survey of the Vaudreuil and Ottawa railway was completed yesterday as far as Caledonia Springs after which the surveyors returned to Montreal. It is learned the C.A.R. may shortly forestall the line by constructing an extension of the Central Counties Ry. from Vankleek Hill to Rockland.

02/10/1893 *Ottawa Citizen**Montreal and Ottawa*

Mr. A. Evanturel, M.P.P. for Prescott county, has received the following from the vice president of the C.P.R.:

"Referring to your letter of yesterday, our engineers have been at work for some weeks past in running a line between Point Fortune and Caledonia Springs with a view to continuing from Point Fortune instead of building from Rigaud. The information secured by their preliminary surveys is now being put into such shape as to make it available, and we hope within a few days to be able to determine the best route. I shall communicate with you just as soon as we have arrived at a conclusion. The form of the agreement with the Ontario government is now being prepared, and I hope to be able to send it to Sir Oliver Moffatt in the course of the next three or four days."

04/10/1893 *Ottawa Free Press**Montreal and Ottawa*

Some impatience and apprehension has been expressed by the inhabitants of Alfred, Ont., and vicinity on account of the slow work on the new C.P.R. line from L'Orignal to Ottawa. Mr. Shaughnessy, vice president, was seen yesterday, and stated that engineers have been working for some weeks past in running a line between Pointe Fortune and Caledonia Springs, with a view to continuing from Pointe Fortune instead of building from Rigaud. The information secured from the preliminary survey is now being put into available shape, and the decision will be made in a few days as to the best route. The form of agreement with the Ontario government is also under course of preparation.

THE PROPOSED NEW BRIDGE

ALDERMEN THINK THE C.P.R. WOULD RUNOVER IT.

And Therefore Help to pay for its Construction - Engineer Harris's Description of the structure - it will have Five piers with a Roadway on either side.

Four members of the Civic Finance Committee in the city turned up last evening to consider the adviceability of submitting a by-law to the rate payers in January to give a bonus of \$150,000 towards the construction of the proposed interprovincial bridge. As there was no quorum the discussion was informal.

By questioning Mr. Dale Harris the engineer of the Pontiac & Pacific Junction Railway Company, under whose charter it is intended to build the bridge considerable information was acquired.

ABOUT THE PROPOSED BRIDGE

Mr. Harris said the estimated cost of the proposed bridge was \$700,000. It would have six spans and five piers, and there would be roadways for horses and pedestrians on either side. It would have to be 45 feet above high watermark. The main channel span would be 500 feet. Mr. Beemer the president of the road, would not care as much for the amount of the bonuses asked from Ottawa and Hull as for the credit the receiving of such would give him. The extra cost of a general traffic over a railway bridge alone would be more than the amount of the bonuses. The charter are under which the bridge would be built allowed them until next July to commence the work and until July 1897 to finish it. The embankment on the Hull side would be a large one. It was estimated there would be 100,000 yards. He did not think there would be any trouble experienced if horses and trains met on the bridge. He did not know if the C.P.R. would assist in constructing the bridge.

THINK THE C.P.R. WOULD USE IT

After some discussion, in which Ald. Corry said he wanted more information from a disinterested party on the matter, the meeting adjourned until next week. It was the opinion of all that the C.P.R. would likely decide that the bridge be a joint one, and would bear part of the cost of construction.

Ald. Scott, Corry, Greene and sStarr and Mayor Durocher, the city clerk and the city solicitor were those at [sic]

28/10/1893 *Ottawa Journal**Montreal and Ottawa**Ottawa*

THE VAUDREUIL AS A MAIN LINE

C.P.R. LIKELY TO GO ON WITH THREE SOUTH SHORE ROUTE

The Scheme as Outlined in The Journal Last Spring May Soon go Into Effect - Ald; Corry and Mr. Shaughnessy.

Ald. Corry, who had an interview with Mr. Shaughnessy, president of the C.P.R., in Montreal a few days ago, gave the civic finance committee last night some interesting information touching the intentions of the C.P.R. in their future railway arrangements in this city.

Ald. Corry called on Mr. Shaughnessy with the object of talking over the interprovincial bridge scheme brought before the city council last year by the C.P.R. and of asking if the company would take a hand in the cost of constructing the bridge now being discussed, on which Mr. Beemer offers to build a railway and traffic bridge, if Ottawa will give \$150,000 of a bonus.

From what Mr. Shaughnessy said, Ald Corry did not think that the C.P.R. looked very favorably upon a bridge at all.

But incidental to the bridge question Ald. Corry elicited the fact that the company have plans prepared for the carrying out of the scheme outlined in THE JOURNAL last spring.

THE VAUDREUIL AS A MAIN LINE

The plans show that the C.P.R. contemplate making the Vaudreuil road, the main line between Ottawa and Montreal; that Parliament Hill will be tunnelled so as to connect the Union Station and the Vaudreuil road which will come in at the east end of the city. From Parliament Hill a bridge will be thrown across the mouth of the canal, and on the east side of the canal a station built. The line will then go eastward around Major's Hill and across Nepean Point and junction at or near the old St. Lawrence & Ottawa station on Sussex st.

One thing the C.P.R. did not seem to view with any favor was the central depot idea for the reason that by turning in and out from their main line, which crossed the mouth of the canal, would cause too great a wear and tear on their rolling stock, and a station on the east bank of the canal where the road crossed, would be sufficiently central for all purposes.

THE CITY ASKED TO WAIT

Mr. Shaughnessy could say nothing of himself as to what would be done until after the meeting of the executive board of the company on November 14th, but suggested that it might be just as well if the city of Ottawa deferred any definite steps in the Beemer bridge question before the C.P.R. was heard from, which would be no later than November 15th.

Mr. Shaughnessy also held out the hope that there was a possibility of the car shops now in Perth being moved to Ottawa, but that of course would it depends largely on circumstances, one of which was the possession of motive power for the works.

The Vaudreuil railway spoken of is now under construction westward from Point Fortune and has been subsidized by the Ontario government.

ROUTE OF THE NEW ROAD

Its course, as surveyed, follows the south bank of the Ottawa River from Point Fortune, and traverses the counties of Prescott and Russell. It will come in through the wealthy townships of Cumberland, Clarence and Gloucester, probably striking the St. Lawrence & Ottawa track near Hurdman's bridge. As the country through which the road runs is comparatively level and easy of construction the possibility is that after the C.P.R. have made all necessary arrangements the work will be rushed through and a junction with the other lines effected at Ottawa.

28/10/1893 *Ottawa Citizen**Montreal and Ottawa*

It is learned that the Canadian Pacific Railway Company propose to push the construction of the Vaudreuil branch to Ottawa and will make it the regular line from Ottawa to Montreal

WILL WAIT FOR THE C.P.R.

THE C.P.R. COMMITTEE WANTS TO HEAR THE COY'S OFFER

In the Matter of Constructing a Bridge Over the Ottawa River - Meantime the Officials of the Pontiac Railway Suggest a Year's grace to Prepare Plans for the Bridge

The Civic Finance Committee held a meeting last evening. Ald. Scott chairman; Corry, Fraser, Greene and. Jamieson, Mayor Durocher and. Ciyy Clerk Henderson were present.

THE C. P. R. LETTER.

First the monthly accounts were passed. Ald. Scott said the printing account was overdrawn. Afterwards a letter was read from Mr. Shaughnessy, Vice President of the C. P. R. It stated: I

"In view of Ald. Corry's visit here and my conversation with him I was somewhat surprised to learn by the Ottawa Citizen, October 31st, that the sub-committee had decided to recommend to council the resolution granting to the Pontiac and Pacific Railway a bonus of \$150,000 for the bridge between Ottawa and Hull. I gathered from your telegram making the appointment that Ald. Corry came here as the representative of yourself and city council, and I arranged with him about the date upon which we would communicate to the city authorities this company's position in connection with the construction of the bridge. Under these circumstances, unless I am in error as to the import of the resolution recommended we would have reason to feel that this company had not been fairly treated."

WHAT ALD. CORRY SAID.

Ald. Corry stated Mr. Shaughnessy stated the C. P. R. company directors would meet on the 14th inst. and would then consider the matter of the bridge. After some discussion it was decided that nothing should be done until after the C. P. R. meeting on the 14th instant.

A YEAR TO PREPARE PLANS

Mr. Dale Harris, engineer of the Pontiac and Pacific Junction Railway, wrote suggesting that the company should have twelve months to prepare plans for the proposed bridge, which would take at least three seasons to construct. The letter was left over.

17/11/1893 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

City Council Meeting

A PROTEST PASSED BY.

A very lengthy document was then read. It was a protest signed A.S. Brodeur, against the location decided upon for the Gatineau Bridge. It stated that he was authorized to enter the protest by the members of the council of Gatineau Point. They claim that the bridge should be built on the site at first proposed which is 120 feet north of that finally decided on. They further claimed that the change of the site was illegal.

No attention was paid to the protest. The Mayor explained that the joint committee had agreed to the present site and that the contract for the erection of the bridge upon it had been granted. Ald. Helmer and others agreed with the Mayor in this respect and all discussion on the matter was consequently dropped.

18/11/1893 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Meeting of Civic Finance Committee. C.P.R. is not in it now. Mr. Beemer will get the bonus if any be voted. Article.

25/11/1893 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

MR. BEEMER'S CONDITIONS

THE BRIDGE COMMITTEE THROWS THEM ASIDE.

A Majority Considers They Would Entail Unnecessary Delay but the Matter Will be Discussed at Another Meeting to-night.

It would appear as if the ratepayers are not to be called upon after all to vote upon the by-law to bonus the proposed interprovincial bridge, for the Civic By-law Committee yesterday decided not to modulate the conditions in which the bonus [sic] will be granted to the extent that Mr. Beemer desires.

It was previously agreed by the Finance Committee and adopted by the council that Mr. Beemer should expend \$50,000 within the first year to get the bonus, but on Mr. Beemer stating that there would be delays in getting the plans of the bridge approved of by the engineers of the different governments, the committee decided to let him place the changes he desired in writing. He did so and they were discussed at a meeting of the By-law Committee held last evening.

WHAT HE WANTED.

Ald. Henderson, chairman; Peterkin, Casey, Corry, Baldwin and Scott, the city solicitor, the city clerk and city engineer were present at the meeting. [sic] Mr. Dale Harris appeared on behalf of Mr. Beemer.

Ald. Henderson, Scott and Corry, who were appointed to see Mr. Beemer, submitted the changes he desired. All the changes asked were agreed to but the following, re the expenditure of the \$50,000.

"The company shall not, unless by mutual consent between them and the city of Ottawa, commence their work of construction until their approval of the aforesaid City Engineer of Ottawa and the three several government engineers of the Dominion of Canada, Province of Ontario and Province of Quebec respectively have been by each officially accorded to said plans and specifications, and within twelve months following such approval work to the extent of \$50,000 shall be performed by the company upon the construction of said bridge, and the whole bridge completed on or before the 9th July, 1897."

AS TO THE EXTENSION.

Ald. Corry and others stated the time for expending the \$50,000 might be extended to eighteen months from the passing of the by-law but he did not favor Mr. Beemer's request. It would be to Mr. Beemer's advantage to allow, the plans to lay with the government engineers for a year or so.

Ald. Peterkin - But he would have to complete the bridge by the end of 1897.

Mr. Harris - It is Mr. Beemer's intention to go on with, and complete the bridge as soon as possible, but the bankers would not take hold of the scheme with such a condition as that imposed.

Ald. Corry. I wouldn't ask any rate, payer to support the bonus on Mr. Beemer's condition,

On division as to whether the change desired by Mr. Beemer should be adopted or not Ald. Casey, Corry and Baldwin voted nay and Ald. Scott and Peterkin ye.

SETTLED THE BRIDGE BUSINESS

Ald. Henderson - That settles the bridge by-law, for Mr. Beemer insisted on that condition.

Ald. Corry - All right; what's the next business?

Ald. Casey. It may settle the bonus, other companies may take up the work on our conditions.

Ald. Scott. I voted as I did to let the matter go before the council.

Ald. Henderson. - I feel that the change asked for by Mr. Beemer is not one that should have been refused.

The City Solicitor. - The committee will have to report and the council can amend the by-law to suit Mr. Beemer.

It was agreed to meet again this evening to discuss the matter.

MR. BEEMER'S LAST CHANCE**IF HE FAILS TO TAKE IT OTTAWA ENTERPRISE WILL TRY**

The Local Inoeprvincial Bridge Company Makes a Bid for the Bonus - The Committee Takes the offer into Consideration but will Try Mr. Beemer First

The latest indications are that the by-law to grant a bonus of \$150,000 towards the construction of a bridge over the Ottawa river will be submitted to the ratepayers.

The Interprovincial Company has made an offer re the construction of the bridge, and if Mr. Beemer declines to accept a modification on the first condition laid down by the city, as agreed upon by the By-law Committee, the Interproviucial Company will be treated with.

THE COMMITTEE MEETING

This decision of the By-law Committee was made at a meeting on Saturday evening. Ald. Henderson, chairman; Peterkin, Corry, Casey, Baldwin, Scott and Champagne, the city clerk and city solicitor were present.

First was read a pointed document from Mr. Dale Harris, which stated on what terms Mr. Beemer would agree to build the proposed bridge.

FROM THE LOCAL COMPANY.

Then the chairman submitted the following, which he said had been received by Mayor Durocher:

"The undersigned provisional directors of the Interprovincial Bridge Company would respectfully ask that aid to the amount of \$150,000 be granted to assist them in the construction of a railway, vehicle and passenger bridge across the Ottawa river from Ottawa to Hull in accordance with their charter upon the following terms, viz:

"\$30,000 to be expended on the construction of said bridge within eighteen months of the passing of the by-law

"The whole to be completed within three and a half years from passage of the by-law.

"Signed) Francis Clemow, F. McDougal, J.W. McRae, Charles Magee."

After discission it was decided that it Mr. Beemer would not agree to expend \$50,000 within eoghteen months after the passing of the by law the Interprovincial company would be offered the same conditions. This gives Mr. Beemer an extension of six months tiime on the original condition, in which to expend \$50,000 on the work.

01/12/1893 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge***THE BRIDGE MAY YET BE A "GO".****MR. BEEMER MAKES A NEW OFFER WHICH IS ACCEPTED.**

By the BylawCommittee and Will go to the Council - He Will Spend \$50,000 Inside of one Year and Nine Months.

It looks like as if the by-aw to bonus an interprovincial bridge will be "a go" after all.

Mr. Beemer has agreed to comply with the conditions laid down by the council. Some time ago he said it would be impossible for him to agree to the expenditure of \$50,000 eighteen months after the passage of the by-law. Now he agrees to spend the \$250,000 on actual bridge construction before the 15th of October, 1895, and complete the work by the 9th of July, 1897.

The conditions of the agreement between Mr. Beemer and the city were discussed for over two hours at the meeting of the by-law committee yesterday afternoon.

Mr. Beemer's willingness to spend the \$50,000 on the bridge within a year and nine months after the passage of the by-law was agreed to, but Mr. Beemer will not be paid any of the \$150,000 bonus unless he carries out all the conditions, and none of it shall be paid until the bridge is completed.

One of the classes in the agreement stipulates that the street cars shall have the right to cross the bridge on conditions and terms to be made by the city council only, and that Mr. Beemer shall maintain lights on the bridge.

The bridge which is to be a railway and passenger bridge combined, will be built under a charter held by the Pontiac and Pacific Junction Railway company which calls for a bridge between the city of Hull and Nepean Point in the city of Ottawa.

WHERE THE BRIDGE WILL STRIKE.

As to the place the bridge should strike on the Ottawa side of the river, Ald. Champagne thought it should be worded "north of St. Patrick street."

The idea of the lower town people, he explained, was to have the passenger or vehicular part of the bridge come in so that it would strike the west end of St. Patrick street, but the people were not adverse to have it come in further north if there was any engineering difficulties in the way of having it come in at St. Patrick street. It was finally agreed that the words "Nepean Point" covered the idea exactly as it was left that way in the conditions.

Another condition is that Mr. Beemer deposit \$1,000 with the city by December 10 so that should the by-law carry and Mr. Beemer make default then the \$1,000 should go to pay the expenses of advertising the by-law. If the by-law does not carry he will get it back and if the by-law carries and he completes the work he will also get it back.

The conditions were left in the hands of chairman Henderson so that everything could be signed and in readiness for Monday night's council.

08/01/1894 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Last week ex-mayor McDougal and engineer Harris of the P. & P. J. and G.V. railroads, made an inspection of the site for the Interprovincial bridge, taking notes of all the points favorable and otherwise on both sides of the river. The plans are now being prepared under Mr. Beemer's direct supervision and correspondence is being held with the department of railways and canals respecting the matter.

19/01/1894 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Mr. Harris, chief engineer, and staff commenced yesterday to make the preliminary survey in connection with the interprovincial bridge from Hull to Nepean Point. After surveying and fixing upon a route, soundings will be made and a complete report submitted to the various governments, from whom a subsidy will be asked.

04/03/1894 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The work of taking the soundings in the Ottawa river for the Interprovincial bridge is still in progress. It will take the greater part of the week to complete the work.

23/03/1894 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill***Important Railway Meeting**

A meeting will be held on Tuesday next at 1 o'clock p.m. at Kelly's Hotel, on railway matters.

Now or Never

30/03/1894 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill***Railway Meeting Here**

A preliminary meeting to consider the railway Situation in these United Counties was held here on Tuesday. A large number of gentlemen , notwithstanding the bad condition of the roads, were in attendance. Indeed, it was surprising how good a representation of the counties could have been obtained on such short and insufficient notice.

Attendance details omitted

Details of motions passed.

A PROSPEROUS DISTRICT

The Country Which the Proposed Road Would Make Tributary to Ottawa

Ottawa should be deeply interested in the outcome of this matter. The country which the projected road would open up is well-settled and prosperous, and while part of its business would go to Montreal, part of it would come to Ottawa, and much more of it than Ottawa is getting now. At present the lower portion of the district, namely, Vankleek Hill and Hawkesbury, are reached in a roundabout way by a spur of the Canada Atlantic, which as a glance of THE JOURNAL'S map will show runs from Glen Robertson, on the main C.A.R. line, across country to the Ottawa. But this is a circuitous route nor does it touch Caledonia Springs, Alfred, Plantagenet, Rockland, Cumberland, and other centres. The greater part of the district is dependent on the Ottawa river boats in summer, and on the north shore line of the C.P.R. But from the time the boats stop in this fall, and again in the spring, there are weeks and weeks during which it is impossible to cross freights over the river, and passengers with great difficulty.

A through railway would undoubtedly bring much business to Ottawa, but the ending at Point Fortune, as at present, would be a positive misfortune to Ottawa, for whatever traffic could reach that point would of course go wholly to Montreal. But the C.P.R. shows no disposition to go on and now asks for a renewal of the charter for five years, the company's powers at the end of that time to cease for any portion of the route not completed. This would allow the company to let the project stand *ust [sic]* as it is for five years, free from all responsibility, and at the end of that time they could juggle with it again. So the Prescott and Russell men, backed up by the Ottawa Board of Trade, want a clause inserted in the charter providing that the company must proceed at once. If the C.P.R. will not do to, let that company get out at the way. There are others willing to go on..

THE COUNTY VIEW.

Text of the resolution on Which the Delegation is Acting

The delegation from Prescott and Russell counties is acting on the following resolution, passed at a mass meeting held at the court house at L'Orignal:

That, whereas there is a pressing and immediate need existing for a railroad between Montreal and Ottawa through the counties of Russell and Prescott; that the desire of the people for having such a railway has been repeatedly balked, notwithstanding the charters that have been from time to time granted for this construction, and that monsy subsidies have been voted to the promoters by the municipalities interested, legislators of Ontario and Quebec, and the parliament of Canada, many of which have been permitted to lapse.

That the right to build such a road is at present vested in the Canadian Pacific Railroad company as controlling Montreal and Ottawa Railroad company, coupled with large bonus assistance from Dominion and Ontario governments; and the continuance of this state of affairs prevents construction of a road by any other company.

That the Canadian Pacific Railroad company entered into an agreement with the government of Ontario in November, 1893, that they would proceed with construction of the railway so as to have the same built as far as the village of Alfred by 1st November, 1891, and to Cumberland within two years thereafter, but nothing has yet been done in pursuance of that agreement.

That the charter of Montreal and Ottawa railroad company is about to expire, and Canadian Pacific railway have applied to the parliament of Canada, for an additional renewal of the charter for the further term of five years.

Resolved that it is in interest of these counties that steps should be immediately taken to have a clause inserted in the said bill renewing charter of the Montreal and Ottawa railway, providing that railway shall be built to the Village of Alfred by the 1st of November, 1894, in accordance with the agreement entered into with the Ontario government, and that it be completed to Ottawa within two years thereafter, and if the promoters of the said Bill will not agree to the insertion of such a condition in the bill, that the renewal of the charter should be opposed.

THE DELEGATES ARRIVE

Who They Were and Where They Came From

Most of the members of the deputation from the eastern counties arrived on the Canada Atlantic noon train. They met at the Russell at 2 o'clock and proceeded to the department of railways. Among the deputation were:
(details omitted)

The counties deputation was accompanied by members of the Ottawa Board of Trade, city and county members and others.

What the Row Is All About

THE MONTREAL & OTTAWA R.R. CHARTER AND THE C.P.R.

A Big Deputation in Town From the Eastern Counties

PRESCOTT AND RUSSELL REPRESENTATIVES WANT A FAIR SHOW

A Delegation From the Ottawa Board of Trade on Deck to Assist Them - The Facts of the Case up to Date - Why Should Not This Railway go on?

Is the Canadian Pacific railway playing the part of dog-in-the-manger in connection with the Montreal and Ottawa railway? That is the question which occurs in connection with a big deputation from Russell and Prescott counties which struck Ottawa to-day.

The Montreal & Ottawa line is intended to run along on or near the south shore of the Ottawa. The Canadian Pacific a couple of years ago got control of the charter. Then by promising to proceed rapidly with the work, it secured some Government subsidies, to the exclusion of rival schemes, and thus paralysed the latter. It has not gone on with the work, and its charter expires in July, but it is applying for a renewal of the charter for five years more. The Prescott and Russell men want the Dominion Government, before renewing the charter to the C.P.R. to insert some proviso that the C. P. R. must proceed with the work.

IS THERE A NIGGER IN THE FENCE?

Why is such a proviso needed, does some one ask? What does the C. P. R. want the charter for if it does not intend to go on with the work? Because it is possible that the C. P. R. wants the charter merely to prevent anybody else getting it. It is possible that the C. P. R. does not want any railway on the south side of the Ottawa at all.

Why not, again?

Because the C. P. R. has a line on the north side of the Ottawa, which at present benefits by a good deal of business from across the river. If the Montreal and Ottawa line is built, this business will go by it. So the C.P.R. may be arguing, first "what is the use of building a new road to injure our old one," and secondly, "what is the use of letting any one else build a new road to injure our old one, if we can help it."

A glance at the accompanying map engraved by THE JOURNAL, will indicate the situation pretty clearly.

THERE SHOULD BE NO DIFFICULTY

If this road were an expensive or difficult one, there might be a good explanation why the C. P. R. delays proceeding with the work. But there is no difficulty about it, and outside of the subsidies and bonuses that have been granted to this scheme, mighty little expense. The district over which the route is projected is about the easiest piece of railway country in Ontario. It is mostly level; few cuttings, embankments, bridges or trestles would be needed, and timber is plentiful for ties, etc. And the government subsidies and local bonuses, either actually available or certain to be granted, would almost build the road themselves.

HOW THE BONUSES STAND,

Here is how the subsidies and bonuses stand at present:

First, as regards the completed portion of the road, namely the 24 miles from Vaudreuil to Point Fortune. This was mostly built before the C. P. R. got hold, the contractor getting into difficulties, and the C.P.R. buying him out for a mere song. But for these 24 miles the following bonuses were paid:

Dominion Government, \$3,200 per mile \$76,800

Province of Quebec \$120,000

Vaudreuil \$7,500

Point Fortune \$2,500

\$206,800.

For the balance of the road there have been since 1890, subsidies and bonuses granted aggregating nearly four hundred thousand dollars, with a prospect of more, and yet it is estimated that this whole distance to Ottawa sixty-three miles, would not cost \$600,000 to construct and complete.

The grants available last year were as follows

Dominion government \$3,200 per mile for 30 miles (to Rockland). \$115,200

Ontario government, \$2,000 for 50 miles. 100,000

Municipal bonuses 64,000 (

\$279,200

And in addition there was every prospect that as soon as the plans were completed to carry the road to Ottawa, there would be the following additional help

Dominion, 43,200. 27 miles. \$86,400

Ontario, 13 miles 26,000

112,400

Already granted. 279,600

Total \$391,600

This is a pretty tidy free grant of money to an enterprise that will not cost \$600,000. to complete. But the C. P. R. does not move.

It may be mentioned that the municipal bonuses of \$64,000 included in the above nearly all lapsed last year, as they had been granted on condition that the work should be started by that time. That the C. P. R. allowed these to lapse is an ominous indication of this big road's indifference to the matter now. There is no doubt that these bonuses would be renewed if the municipalities were convinced that the seekers were acting in good faith. The list of these municipal bonuses is a long one, showing how thoroughly the eastern counties were in earnest about the matter. It is as follows:

St. Eugene \$4,000 Longueuil \$3,000

E. Hawkesbury 3,000 Caledonia \$2,000..

Hawkesbury 10,000 Alfred 6,000

Vankleek Hill 10,000 Plantagenet 3,000

L'Orignal 5,000 Clarence 8,000

Rigaud village 2,000 Rigaud parish 3,000

Point Fortune 2,500

These sums, aggregating \$71,600 are large contributions for the municipalities in question.

THE KICK HAD EFFECT

Better Outlook for the Montreal & Ottawa R- R

THE C. P. R. AGREES TO A MEASURE OF COMPROMISE.

Within Eighteen Months They Will Spend \$100,000 on the Road, and Within 30 Months \$100,000 Exclusive of Bonusses - The Result of a Conference To-day.

The kick of the eastern counties men which The Journal ventilated so fully, against the five years delay asked by the C. P. R. in completing the Montreal & Ottawa railroad has resulted in good.

Judge Clarke, solicitor of th C. P. R. to day came to an agreement with a oommittee from the interested district. Within 18 months from this date the company is to spend \$100,000 on the road from Point Fortune westward and within 30 month from date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above the charter will lapse,

The committee that met Judge Clark were W. C. Edwards M. P. Sheriff Hagar C. G. O'Brien, E. A. Johnson, L'Original ; Warden Hurtebise, Mr. Proulx, M. P. Prescott; and Senator Clemow, Ottawa.

The conference was held in a committee room in the Senate. The local men asked that \$100,000 be spent the present year, and another \$100,000 next year.

THAT OR FIGHT.

Judge Clark said that in the present de pressed state of the money market it would be impossible for the C.P.R. to spend a cent that year, and if the committee insisted on it the company would fight tha point out in the railway oommittee. He then made the offer as stated above and which a ter some discussion was accepted.

It was arranged to incorporate the agreement arrived at in the bill to extend the time of completing the road, which is now before the House, and thus amended the bill be allowed to go through unopposed.

The present arrangement means that the company to spend \$100,000 within eighteen month must start work within something over a year from now or sometime next summer

27/04/1894 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Montreal and Ottawa Railway

Mr. J. Seabury O'Dwyer, engineer in charge of the Montreal and Ittawa R.R., is at present on "The Hill." He is taking a look over the surveys already made, with a view of locating the route to be taken. Following interesting item is taken from the Ottawa Evening Journal, of Wednesday of this week.

The kick of the Eastern Counties men, against the five year delay asked by the C.P.R., in comopleting the Montreal and Ottawa Railroad has resulted in good.

James Clarke, solicitor of the C.P.R., came to an agreement with a committee from the interested districts.

Within 13 months from this date, the company is to spend \$100,000 on the road from Point Fortune westward, and within 30 months from the date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above. The charter will lapse.

27/04/1894 *Almonte Gazette**Montreal and Ottawa*

A deputation appointed by the Ottawa Board of Trade and one from the counties of Prescott and Russell lately asked the Dominion government to compel the C.P.R. to complete the Montreal and Ottawa railway as far as Alfred by Nov.1894, on terms of their agreement with the Ontario government, and that the railway be built to the full extent of the subsidies within two years.

02/05/1894 *Ottawa Free Press**Montreal and Ottawa*

Surveyors have begun work on the projected Montreal and Ottawa railway. The staff commenced at Caledonia Springs and are working towards Pointe Fortune.

19/07/1894 *Ottawa Journal**Montreal and Ottawa*

When the re-vote for the Montreal and Ottawa railway went through, Mr. Haggart said he believed the construction of the road was to be prosecuted with a good deal of vigour next year.

28/09/1894 *Eastern Ontario Review**Montreal and Ottawa*

Ottawa and Montreal Railway.

Mr. Evanturel had an interview with CPR officials on Wednesday on the necessity of commencing work immediately on the Ottawa and Montreal Railway to secure the provincial appropriation. The CPR authorities still contend for delay, urging as a reason the depression in trade and the decrease of receipts &c. M. Evanturel has fought manfully the battle of the central counties in holding the CPR to the terms of the appropriation. The matter stands over for 10 days, when Mr. Evanturel will receive the final decision of the CPR and on which he will basis recommendation to the provincial government.

06/10/1894 *Eastern Ontario Review**Montreal and Ottawa*

In viewof the late interview of Mr. Evanturel with the CPR authorities, and the evident intention not to begin building operations this year; it is now for the United Counties to be after themselves and take some definite action towards securing the provincial appropriation, and having the road built by some other company. The people of these counties have been played and trifled with far too long. Let them now assert themselves and demand a yes or nay from the CPR. This continual suspense as to whether they will build or not should be ended. And the company if they do not intend to build the road, should be honest and straightforward and say so. The people of the United Counties have lost faith in the mere lip honor of the company; and therefore if they mean to build the railway in the near future, let them bond themselves to the counters and the Provincial Government to begin operations at a set time to be agreed upon by all parties immediately concerned. Failing in this let the Counties proceed to secure other parties to build the road. They have decided that the road is a necessity and ought to be built. The government's have recognized the same amade appropriations accordingly. The people of the United Counties owe it to themselves not to be thwarted by the CPR Co; but ask for the appropriation and secure a responsible contractor to proceed with the road. Such a contractor it is understood is prepared to go on with the construction of the road. If it is not in the interests of the CPR Co. to build the road, then let them stand aside and clear the way for some other company to build it. The United Counties want the road. Government Ontario has recognized their claim to aid, and no mere game of bluff should deter the people from giving utterances to their claims and demands.

12/10/1894 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

From a communication in another column it appears that our hopes of a railway this fall are doomed to disappointment. Neither the C.P.R. nor the C.A.R. seem inclined o take hold of it just now, whatever the reason. The fact remains, though, that we want a road that will give us direct communication East and West. We want a competing road and we are bound to have it sooner or later,

Full article on page 2.

Series of letters between Evanturel and Shaughnessy about timing of the construction of the Montreal to Ottawa line.

Mr. Eventurel on Tuesday went down to Montreal to consult with Mr. Shaughnessy in response to above Telegram and returned Wednesday. We understand he has been successful in bringing the CPR Co. to his terms and that they will bind themselves in a new agreement to construct the road not later than next summer as far as Alfred, the Clause giving them power to extend time to be canceled. Also that Mr. Eventurel has moreover obtained from them the promise of the expenditure of \$50,000 over and above the \$100,000 as per the Dominion Government's agreement with them, on construction westward from Alfred during the year 1896. This is a new concession not to be found in the present Toronto agreement, and to which the company yielded at our members earnest request. It is expected that the question of right-of-way will be dealt with early this winter.

30/11/1894 Eastern Ontario Review Montreal and Ottawa

The M & O Railway.

On the 28th inst., Mr. Evanturel MPP, forwarded to the Ontario Government the new agreement signed by Mr. T.G. Shaughnessy, on behalf of the CPR Co. under which an extension of time will be granted the company for the construction of the M & O Railway. The substance of the agreement is, that the CPR Co will bind themselves to construct and operate the road as far west as Alfred village during 1895, that they will expend \$50,000 on construction westward from Alfred, in addition to the \$100,000 which they have in the Dominion Government's agreement bound themselves to expend during the year 1896; no further extension of time shall be granted them; and that this road shall be completed at as early date as practicable.

Mr. Evanturel in transmitting the papers, drew Mr. Mowat's attention to the importance of the clause regarding extension of time, and requested that he give it his personal attention, so that there might be no legal loophole whereby the Company could evade their obligation if they so desired.

07/12/1894 Eastern Ontario Review Montreal and Ottawa

The M & O Railway Co. has deposited with the Registrar of deeds for the County of Prescott, a map, showing the location of the line from Point Fortune to Vankleek Hill, and the lands which will be required for the road, work, &. On page 7 there is a copy of the draft agreement.

08/02/1895 Eastern Ontario Review Montreal and Ottawa

Montreal and Ottawa Railway

It is learned that the Canadian Pacific Railway Company is about to make another move in connection with the completion of the proposed line between the capital and the Canadian metropolis known as the Montreal and Ottawa Railway. The engineers who have been engaged for some months on the building of the CPR at Mattawa will, it is said, be shortly withdrawn from that line to complete the survey for the unfinished portion of the Montreal and Ottawa railroad west of Point Fortune. The idea is to make all preparations for the pushing of construction work as soon as the snow has left the ground next spring. If the CPR open up this long delayed branch, the North Shore line to Montreal will probably be abandoned, as the lease under which the road is now held has already expired. Since construction work on the Mattawa branch is completed for the year, the engineers should be in a position to begin their survey within a couple of weeks.

Ottawa Free Press

31/05/1895 Eastern Ontario Review Montreal and Ottawa

Mr. Alfred Evanturel MPP, was in town on Thursday, and in course of conversation informed us that he will soon call a meeting of the residents of the county, for the purpose of discussing the evident bad faith of the CPR, in not keeping the verbal agreement with him in regard to beginning construction work on the M & O Ry this spring. Mr. Evanturel has been at a great personal expense, and persistent in his efforts to secure for the county better railway facilities, for which the residents are under great obligations to him. The present condition of affairs would lead one to believe the CPR will, this year, follow their tactics of last, and the road will be no near completion when snow comes than it is a present.

05/06/1895 Ottawa Journal Montreal and Ottawa Interprovincial Bridge

The O. & G.V. Ry. Co. are sending out letters to M.P.s asking assistance in getting a grant for the construction of the Interprovincial Bridge. More.

12/07/1895 Eastern Ontario Review Montreal and Ottawa

The railway question.

Rumor has it that the attention of the Ontario government has been called to the fact that midsummer has come and that again nothing whatever has been done towards the construction of the M & O Railway. The people of Prescott are informed that it is the intention of the CPR to bring pressure to bear on the Dominion and Ontario governments to further extend the time, in order to prevent other Co's., from stepping in for the relief of the people of our county. We understand strong pressure is now being made from this county at Toronto to prevent in advance any such action having weight, but pointing to the fact that the Ontario government has been defeated in all their aims by the CPR from year to year, and the agreements made for our benefit systemically overlooked, there is ground for concern. We are also told that the people of this county and now opening negotiations elsewhere, and will ask that the subsidy be handed over, at the end of December, to another concern, with a view to have at last railway facilities which the CPR have for so many years deprived us of. It is said that an effort has been successful to induce a private Co, to build from Hawkesbury branch to that of Rockland, and parties are quietly ascertaining the cost of right of way and securing the same.

01/11/1895 Eastern Ontario Review Montreal and Ottawa

The M & O Railway.

A deputation of Canadian Pacific officials interviewed the Ontario government on Tuesday and asked for an extension of time in which to complete this line. The deputation urge that it had been found impossible to complete the road in the time arranged for in the original contract. The government promised to consider the request. This is the result generally expected, the CPR will not construct the road this year, whether they will ever do so is a question we are not in a position to answer just now. If they have any intention of constructing it, they will do so when it suits their convenience and interests. They have conclusively shown how lightly they regard the interest of the residents of the section through which it is proposed to build the road, and also how little weight either the Provincial or Federal government has with them when the interests conflict.

15/11/1895 Eastern Ontario Review Montreal and Ottawa

The M & O Railway.

Thursday the 14th inst., was the day appointed by the Ontario government to consider the CPR's application for an extension of time for the construction of the M & O Railway. We were informed some of the high officials of the CPR would be in Toronto to present their case and also parties interested in the Central Counties Railway would appear, to oppose the granting of any further extension. Mr. Evanturel representing the interests of the sections through which the proposed M. & O. Railway will pass was also to be on hand, and we feel confident Prescott county's interests were faithfully guarded by him. As previously stated in these columns, the request for an extension of time was not unexpected, chiefly for the reason that the financial condition of the company was not such as to warrant any outlay for the building of branch lines. They now promise faithfully to construct a line next year, claiming it will cost them less to gain an entrance to the Union Station, Ottawa to be erected soon, by doing so than by crossing the city. If the CPR is acting in good faith, which we have no reason to doubt, they should not hesitate to furnish a bond, for the fulfillment of that part of the contract, and the Ontario government in requiring them to do so, would be simply guarding our interests. If we are to have another road we want a competing line, and hence would prefer having the CPR build, we cannot see how the construction of another Branch by the C.C.R. company would materially benefit us.

THEY WANT TIME

THE C.P.R. AND THE MONTREAL AND OTTAWA RAILWAY

Running Through Prescott and Russell. A Deputation Interviews the Ontario Government Objections to the Company's Request. What Will Sir Oliver Do?

Toronto, Nov. 14. An influential deputation waited upon the Provincial Government this afternoon with reference to an application which had been filed by the C.P.R. Co. for an extension of the time in which to complete two sections of the Montreal and Ottawa Railway, running through the Counties of Prescott and Russell. The members of the deputation were: Sir Wm. Van Home and Judge Clarke, president and solicitor, respectively, of the C.P.R. W.C. Edwards, M.P. for Russell. Mr. Evanturel, M.P.P. for Prescott ; J. Travers Lewis, W.R. Hibbard and J. C. Brown, of Ottawa; and M. J. O'Brien, of Renfrew.

The members of the Government present at the conference were: Sir Oliver Mowat, Hon. A. S. Hardy, Hon. G.W. Ross, Hon. John Dryden and Hon. Wm. Harty.

In presenting the matter to the Ministers, Judge Clarke explained the position of the case. A subsidy of towards the constuction of fifty miles of the Vaudreuil and Ottawa. Railway, or, as it was now known, the Montreal and Ottawa Railway, had been granted in 1892, but the following year time restrictions were widened, compelling the completion of the-road this year. In default of this being done, the subsidy to be transferred to the Central Counties Railway, which proposes to run through a section of tha same country. Owing to the financial stringency which occurred soon after this change was andl the unfavorable condition of the. money market, the C. P. R. Co. had not considlered it would be gcod management to borrow the \$750, 000, or thereabouts, needed to put through the work, but they desired to act in absolute good faith in the matter, and the market now giving signs of improvement that the work could be at once proceeded with, and completed within the extended time now asked, namely, a year for each section.

Sir William Van Horne supported the application declaring thlat he saw every reason to hope that the financial situation on the eve of rapid improvement, and there was good prospect of being able to go ahead with the construction in the spring.

A letter from Mr. Alex. Robillard. of Russell, was read, in which he protested vigorously against the extension being granted.

Mr. Lewis, solicitor of the Central Counties Railway, Mr. Hibbard and Mr. Edwards also spoke strongly against it, and Mr. Evanturel favored, the request of the C.P.R. after which Judge Clark briefly spoke and the premier promised that the representations of the various speakers should receive the fullest consideration, and an early decision be arrived at.

22/11/1895 *Eastern Ontario Review* *Montreal and Ottawa*

Why the Montreal and Ottawa Railway was unfinished.

Messrs. Edwards and Robillard favor the Counties Road.

Toronto November 15. The deputation that waited upon the provincial government yesterday, with reference to an application which has been filed by the CPR company for an extension of the time in which to complete two sections of the Montreal and Ottawa Railway, running through the counties of Prescott and Russell, was composed of

Full detail omitted

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27/03/1896 *Eastern Ontario Review* *Montreal and Ottawa*

The Ottawa Free Press says: When the act to extend the time for the construction of the Montreal and Ottawa railway came up for a third reading, Senator Clemow opposed the petition and wished to see the time limit for the building of the road shortened. He thought that the time was altogether too long for building about sixty miles of road. He offered an amendment embodying these suggestions, but did not press the same, as it had already been overruled in committee. What he aimed at was to make public the views which he held on the subject and to define clearly his position. If the provisions of the bill ?? attended to by the next session he would then take steps to see that the people who were so much interested in the line, were no longer balked in their plans by failure to carry out the agreement. If the present company was not by that time hard at work it would be fair that their charter should be taken from them and given over to some other men, who would be prepared to go on at once. Senator Clemow's amendment was defeated on a divison, and the bill was read a third time,

15/06/1896 *Ottawa Journal* *Montreal and Ottawa*

Vankleek Hill Review. Two parties of CPR surveyors are at work on the line of the M. & O. railway making the final location. One party is working from Rigaud and the other started from here this Friday morning and will work east to meet them. Mr. H.D. Lumsden chief of construction for the C.P.R. states that construction work will not begin until the latter part of July. The road will probably start from Rigaud and as nearly as possible follow an air line to this village and on to Alfred.

03/07/1896 *Eastern Ontario Review* *Montreal and Ottawa*

Mr. Roy, engineer for the C.P.R. informs us that he expects the surveyors who are making a final location for the M. & O. Railway, to complete the survey to Alfred this week. The plans will then be finished and submitted to the C.P.R. authorities, when a selection of one of the different lines will be made. Construction will no doubt begin sometime this month. We understand the residents of Hawkesbury and L'Orignal are prepared to put up a handsome bonus to have the road pass through their towns.

17/07/1896 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Everything is railway in this town nowadays. C.P.R. officials and engineers create no end of excitement, and the presence of contractors gives a certain amount of stability to the excitement. The right of way is gradually being acquired, the fact that the C.P.R. is offering the farmers excellent terms, much better than the C.C.R. did, which added to the liberal spirit displayed by the farmers through whose property the road will pass, augurs well for the acquisition of the entire right of way without recourse to expensive and unsatisfactory arbitration. The farmers, who alone will benefit by the new line, are viewing the matter in the proper light and are meeting the Company on an equitable basis. This is much better than to extort an unreasonabe price for their land, and will be to their lasting benefit as the Company will be only more willing to accede to their wishes when some favor is asked of them

The surveyors have struck Plantagenet, and it is only fair play to Plantagenet to say that the boys have been most favorably impressed with the natural advantages of this village. "The first place where we could get even decent drinking water." "The first 'dip' we have had this summer"; "Of course we 'tubbed' it at other places but here there is water 30 feet deep." "Scenery, well Caledonia Springs hotel won't be in it as a summer resort when a summer resort is started at Plantagenet, mineral springs." etc.

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The surveyors mentioned are a portion of the staff of the C.P.R. that is locating the Montreal and Ottawa Railway between Rigaud and Ottawa. Mr. Bolton, the chief in charge, sphinx like, refuses to discuss any of the company's plans, and so far there is much speculation as to the point where the line will cross the South Nation river. Residents of this village view with some misapprehension the close interviews that a well known agent for a very powerful loan company, has with the chief. They fear that this will influence the road to run further south of the village than the nature of the route necessitates. However, residents have the satisfaction of knowing that they cannot cross the river at a point further from the village than one mile. Up to this point the bed of the river is solid limestone rock, above this there is no telling where solid bottom might be found.

24/07/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The M. & O. Railway - Construction work on the Montreal and Ottawa Railway will begin on Monday from Rigaud. The work will be done by the C.P.R. under the immediate supervision of Mr. H. D. Lumsden, chief of construction and as there are no serious engineering difficulties in the way that portion of the road between Rigaud and Alfred will soon be completed. A staff of engineers have been engaged during the past few days in running a new line north of this village in endeavoring to bring the road nearer to the village. We hope they will find the new line practicable as it will be of mutual benefit.

30/07/1896 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

The surveyors, after doing us proud, silently stole back to the eastern side of Vankleek Hill, where they were ordered to do some rearranging of the line. Many of the older settlers who can remember when Mr. Kingsford ran this line in the winter of 1853-54 are asking if this is the same old railroad that has been agitated so long and so often, and so far, resulted only in disappointment. But our staunch grits of this neighbourhood assure us that since the change of government the M. & O. railway is a sure thing. Probably one of the saddest sights in life in this new country is to see settlers taking up land on the line of a railway survey, and wait for half a century without realizing their hopes. --

31/07/1896 *Eastern Ontario Review**Montreal and Ottawa*

The Montreal & Ottawa Railway

Seven gangs of men are at work on the M. & O. Railway between Vankleek Hill and Rigaud; five between Rigaud and St. Eugene and two between St. Eugene and the HILL. There is already a large number of men employed and as soon as the work gets fully under way the company will largely increase the number of hands. It is expected that the road bed will be ready and track laying commenced about the first of September. As the work is being done by the company, who are hiring all the local men who offer, the benefits to the county will be greater than if the work was done by contractors.

15/08/1896 *Ottawa Journal**Montreal and Ottawa**Vankleek Hill*

At Vankleek Hill, a gang of men were put to work yesterday on the construction of the Montreal, Vaudreuil and Ottawa Railway. The line is expected to be completed to Caledonia in October.

15/08/1896 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

A large staff of men started at work yesterday near Vankleek Hill on the construction of the Montreal, Vaudreuil and Ottawa Railway. It is expected the road will be finished to the Hill in five weeks and to Caledonia Springs in October.

27/08/1896 *Ottawa Journal**Montreal and Ottawa**Cumberland*

The latest gossip in the village is about the C.P.R. Officials of the road visited here today to see what the prospects are for freights for the projected Montreal and Ottawa South Shore Road. They also looked around for the site of a station. The preference of the officials made the villagers feel jubilant, as there would now seem to be hope of the road going ahead.

29/08/1896 *Ottawa Free Press**Montreal and Ottawa**Vankleek Hill*

A large staff of men are employed in the vicinity of Vankleek Hill in the construction of the Montreal, Vaudreuil and Ottawa railway. It is expected that the road will be finished to Vankleek Hill in two or three weeks, and to Caledonia Springs in October.

11/09/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The Montreal and Ottawa Railway Company settled for the right of way Wednesday afternoon, with about sixty residents of East Hawkesbury through whose property the road passes, and in consequence the office of the company's solicitor here, Mr. F.W. Thistlethwaite presented a very busy appearance.

14/09/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

M. & O. Railway

Everything in connection with the construction of the roadbed of the above railway is being pushed forward with commendable speed. The railway authorities have shown a liberal spirit in purchasing the right of way, and the farmers have been equally liberal in granting their lands for the construction of the road. This road when completed will afford the farmers great facilities for reaching the centre of trade and disposing of the products of their farm to the best advantage.

18/09/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The M. & O. track laying began at Rigaud last week and is being pushed forward as fast as possible and the time ere we will have a competing and more direct line to Montreal can be summed up in days. By the time this issue reaches our readers the rails will have been laid as far as this village.

18/09/1896 *Ottawa Citizen**Montreal and Ottawa**Caledonia Springs*

Work has commenced on the construction of the new station at Caledonia for the Ottawa, Vaudreuil and Montreal Railway. It is expected that the railway will be completed and trains running from Caledonia to Montreal in December.

26/09/1896 *Ottawa Free Press**Montreal and Ottawa*

Thirty thousand railway ties intended for the Montreal and Ottawa railway were shipped down the Ottawa yesterday by the Monarque. They were taken out at Hudson by Mr. Jos. Phillon of Moose Creek.

26/09/1896 *Ottawa Citizen**Montreal and Ottawa**Rigaud*

The tug Monarque left yesterday with some 30,000 railroad ties, culled by Mr. Joe Phillon on Moose Creek, and intended for the Montreal and Ottawa Railway at Rigaud, a branch of the C.P.R. The ties were taken out at Hudson, Que., and are a fine lot.

MAY AID IT THIS YEAR

PREMIER LAURIER AND THE INTERPROVINCIAL BRIDGE

In Reply to a Deputation To-day he Says the Government May Give Some Aid This Session in Order to Prevent the City Bonus from Running out -r the Deputation's Plea

Ex-Mayor McDougal. was in good spirits this morning. He informed The Journal that things looked bright for a commencement of work on the Interprovincial bridge between Nepean Point and Hull.

Mr. McDougal. stated that this morning Premier Laurier promised to give aid to the bridge this session, so that the work may go on this year.

The promise was made, Mr. McDougal said, to a deputation that waited on the premier this morning. The deputation consisted of the two city members, Messrs. Hutchison and Belcourt, Mr. Resseman and Mr. Dunn of the Gatineau Valley Railway, and ex-Mayor McDougal.

he deputation told the premier that unless the bridge scheme received aid this session the city bonus of \$100,000 would run out, and then the whole scheme would have to fall through.

Mr. Laurier replied that it was very difficult for the government to promise aid this session. The government however, was still pledged to assist the scheme, and would do so, but it would be almost impossible to pass the full bonus this session, but in order that the city bonus might not fall through the government would try and give sufficient aid to allow the work to be started so that the city bonus might be held good.

08/10/1896 *Ottawa Journal**Montreal and Ottawa**Vankleek Hill*

The grading of the M. & O. Railway is nearly completed between here and Rigaud and the construction trains are running to within six miles of this place.

10/10/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Wet weather has retarded work on the M. & O. railway but with a few fine days tracklaying will be completed to this point and the toot of the locomotive of a competing line will gladden the hearts of our citizens.

The right of way claims through the township of West Hawkesbury are being paid today at the office of the company's solicitor, here, Mr. F. W. Thistlethwaite. Mr. Henneker, of Montreal, the C.P.R. Co's solicitor arrived in town Thursday to assist.

16/10/1896 *Eastern Ontario Review**Montreal and Ottawa**Rigaud*

The first fatal accident on the line of the Montreal and Ottawa Railway occurred on Tuesday evening of last week near Rigaud. The construction train was returning to Rigaud after the day's work and slowed up to allow two or three men who boarded a short distance out of the village to get off. Gerome Larochelle, a laborer who has only been out from France a few months, was the victim. It seems that when he jumped his coat caught on a projection on the car and jerked him backwards and falling across the rail the cars passed over him completely severing the head and one arm from the body. Coroner McMahon held an inquest on Friday evening and a verdict was given of accidental death, in accordance with the evidence.

17/10/1896 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

The grading on the Montreal, Vaudreuil and Ottawa Railway between Rigaud and Vankleek Hill is almost complete. Construction trains are running to within six miles of Vankleek Hill.

27/10/1896 *Ottawa Citizen**Montreal and Ottawa**Caledonia Springs*

A gentleman who arrived yesterday from Caledonia Springs, stated that the C.P.R. authorities expected to have trains running to the Springs on their Vaudreuil branch by the middle of November.

27/10/1896 *Ottawa Journal**Montreal and Ottawa**Caledonia Springs*

The C.P.R. expect to have trains running over the Vaudreuil branch to Caledonia Springs by the middle of November.

03/11/1896 *Ottawa Journal**Montreal and Ottawa*

NEPEAN POINT BRIDGE.

Mr. H. J. Beemer, president of the Gatineau Railway, stated yesterday that he could not undertake to proceed with the Nepean Point bridge until \$500,000 in bonuses was guaranteed him. On this basis he asked the city to extend for eighteen months the time during which the civic bonus of \$150,000 shall be available.

This is a good deal to ask in view of the uncertainty regarding the building. The bonus was voted three years ago, and since that time the city has been compelled each year to put by the amount of sinking fund enacted by law. This annual payment comes out of the already insufficient city revenue. The civic revenue should not be shortened thus without the best of reason. True, the money will in the end come back into the ordinary civic funds if the bridge be not built, but that is a poor consolation if during the intervening years the city suffers are the worse off.

Mr. Beemer has already had one extension of time; and in considering the request for a further extension of the bonus term, the city council should ask for proof that if Mr. Beemer gets the extension and all the other bonuses promised or asked, he will have necessary additional capital to construct the bridge.

13/11/1896 *Eastern Ontario Review**Montreal and Ottawa**St. Eugene*

St. Eugene

Mr. Zotique Sansregret, formerly agent of At. Cezaire station in the county of Rouville, is now agent of the station here, and will have his lodging here in said station on or about the first day of December next.

19/11/1896 *Ottawa Journal**Montreal and Ottawa**Vankleek Hill*

The ballasting cars of the M. & O. railway are running to here now, the work of ballasting having been done this far.

20/11/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Mr. Thos. Tait, assistant general manager of the C.P.R. was in town on business connected with the M. & O. He came over the new line from Rigaud in his private car.

25/11/1896 *Ottawa Journal**Montreal and Ottawa**Vankleek Hill*

Trains will be running over the Montreal and Ottawa railway, the new branch of the C.P.R. to Vankleek Hill within a few days. -- It is expected the line will be finished to Alfred within the next fortnight.--

The Montreal and Ottawa Railway appears to be hung up for this season at a point some three or four miles east of the pitch off. As they are at work building a turntable some of our pessimists are prophesying that there will be no further progress westward for the next three years. However, the air is full of railway rumors. One man who apparently knows it all will tell that the Great Northern will be built from Ottawa to L'Orignal next summer and will pass to the north of out village. Another equally well posted says that the G.T.R. will also build an air line from Ottawa to Montreal and has surveyors out locating the most favorable line. One thing appears to be certain and that is that the M. and O. Railway Company seem determined to make no mistake about selecting the most favorable place to cross the South Nation River in this vicinity. As pretty near all this section between Ottawa and Vankleek Hill along the Ottawa river knows there are engineering difficulties to contend with at Plantagenet. Two lines have already been surveyed through here and the knowing ones say that neither of them will be followed. One of them is known by the name of the Kingsford Survey, and was made more than forty years ago. The other is known as the Roy and Shanly route, and was run less than ten years ago, that is since the country has been cleared to a great extent of the forest. Now we are told the intention is to appropriate the Kingsford line till within a short distance east of the pitch off then turn in a northerly direction and cross the river where the rapids terminate in the Little Eddy, and thence approximate to the line known as the Roy and Shanly. This would have the advantage of passing through the township of North Plantagenet practically without either grades or cuttings. The danger from an ice dam in the spring would also be minimized to a great extent. However, the all important matter is that the road shall go through to Ottawa City at an early date. We are practically hemmed in now until the ice takes so we can drive to the station at Papineauville, a distance of six miles. Rockland, the nearest station that we can reach driving over land is about eighteen miles distant. Of course the M. & O. station at Alfred will possibly be not more than five or six miles distant but it will be a rather one side arrangement for some time to come.

04/12/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

A railroad navvie named Silkivan had his face terribly cut and pounded in a free-for-all fight which took place Tuesday afternoon. He is the same man who was sent down to L'Orignal jail a short time ago by the police magistrate but his sojourn there does not appear to have done him any good.

04/12/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The distance from Vankleek Hill to Montreal by the Montreal and Ottawa Railway is exactly fifty-seven and three quarter miles the official measurements having been finished Wednesday evening. The distance by the Canada Atlantic, as given in their timetable, is a trifle less than sixty seven, or about nine miles longer than by the Montreal and Ottawa.

11/12/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The go and it is expected that passenger trains will be running in a few daysvernment inspection of the Montreal and Ottawa Ry. Took place Tuesday (8/12)

18/12/1896 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The Montreal and Ottawa Railway will be wide open for passenger and freight [sic] traffic on Monday December 21st and by consulting the time table, in another column, it will be seen that an excellent service will be given. There will be two trains each way daily except Sunday. The morning train leaves here at half past six and arrives into Montreal a quarter of nine. The afternoon train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight, giving a full day from nine o'clock in the morning to half past five in the evening in the city. This will be greatly appreciated by our merchants and travellers. The afternoon train leaves here at five minute past three reaching Montreal at twenty minutes past seven. The morning train leaves Montreal at a quarter of nine arriving here at twenty minutes past twelve. The evening train leaves Montreal at half past five arriving at Vankleek Hill at ten minutes of eight. Consult the timetable in another column for full information regarding arrival and departure of trains from other stations on the line.

The timetable shows stations at St. Eugene, Vankleek Hill, Caledonia Springs and Alfred

19/12/1896 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

The Montreal, Ottawa and Vaudreuil is to commence running on Monday over the completed portion of the line between Montreal and Vankleek Hill. An application has been granted by the Railway Committee of the Privy Council allowing the M., O. and V. railway to cross the C.A.R. near Vankleek Hill.

01/01/1897 *Eastern Ontario Review**Montreal and Ottawa**McAlpine*

MCALPINE'S CORNERS

We are informed that the Montreal & Ottawa Railway will put in a four-car siding at McAlpine's Corners, which will be a great convenience to the residents of that section. A movement had been made by residents of the vicinity to endeavor to secure a flag station or freight siding.

04/01/1897 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

The M. and O. Railway engineers and staff pulled up their stakes on Vankleek Hill and moved to our village, where we hope to have them until the South Nation river is bridged. At present they are examining points along the river bank and doing work known only to the initiated. More.

08/01/1897 *Ottawa Journal**Montreal and Ottawa**Vankleek Hill*

New Year's Day a large number availed themselves of the opportunity of having a ride over the M. and O. railway. The excursionists bought tickets for different places along the line. Most of them, however, stopped off at Rigaud to see the church, college and convent and to visit the mountain where there is a shrine.

08/01/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Timekeepers Weldon and Frasey of the M. & O. Ry. were here Wefnesday paying employes and board bill accounts. During the day they paid out over \$1000. They left on the 7.50 train for Alfred to pay there.

Mr. Hugh D. Lumsden, C.E. superintendent of construction of the M. & O. Ry. was here during the past week winding up the business in this section connected with that road, but left on Wsednesday afternoon for Alfred, the western terminus, to superintend the extension westward, work on which will be actively prosecuted as weather permits.

Passengers via M. & O. Ry. to and from points east and west of Vaudreuil are transferred from the company's station to this village free of charge. Mr. "Gusty" Brunet is running the transfer 'bus. Passengers to local points are charged merely a nominal fare, and can depend on the 'bus calling for them in time when orders to do so are given before the train times.

Any one driving from Vankleek Hill to Caledonia Springs can scarcely fail to notice a level tract of country to the west as far as the horizon. Apparently this caught the eye of the chief of the surveying staff of the M. & O. Ry. The road was completed as far as Alfred station and then a start was made. This resulted in the discovery that to proceed over this level tract of country to Ottawa city meant the crossing of a valley about two miles in width, that annually, sometimes oftener, is flooded to the depth of several feet. However, the discoverer has not yet admitted that this is an impossible obstacle. Should this be settled upon, Plantagenet village will be left about two miles to the north of any possible location for a station. However, the "pull" that succeeded in directing the line from the river front to Vankleek Hill and was the means of securing a bonus from the Ontario government of \$2,000 per mile for the road, still exists, and is in robust condition.

Residents of this village who are well acquainted with the surrounding country, regard the grading or trestling of this bog as a huge joke, but they must not forget that great strides have been made in matters of this kind, and also that the first road built by Stephenson just about "swamped" those interested in it before he got his first morass filled in. However, this is not likely to go by default and the M. and O. Company may expect to have a show cause if they decide to sidetrack the village of Plantagenet.

There are others who have never been friendly to the C.P.R. who are rejoicing that a good opening is being left for the Great Northern Railway that is now being projected to run from Ottawa city and cross the Ottawa river at Hawkesbury village.

The M. and O. are approximately taking a line eight miles south of the Ottawa river, by their third route; this will leave room for the Great Northern to capture the villages of St. Joseph, Cumberland, Rockland, Clarence Creek, Plantagenet, L'Orignal and Hawkesbury which have been left out in the cold.

15/01/1897 *Eastern Ontario Review**Montreal and Ottawa*

The C.P.R. Short Line

The Ottawa correspondent of the Montreal Gazette says - "The certainty of the completion of the Canadian Pacific Railway's short line between Ottawa and Montreal by the first July next has caused a lot of speculation here as to the point at which the line from the east will enter the city. The C.P.R. has the right to enter along the Rideau Canal bank to the depot of the Canada Atlantic at Sappers Bridge: but it is said that the privilege will not be taken advantage of and that the Company will establish a central depot of its own. The Free Press tonight locates this depot to the north end of Bank street that is at the base of the cliff on which the Supreme Court building stands. There is a large flat rock there, which is covered at high water in the Ottawa which is about three acres in extent and which could be reached by trestle work from both the present depot of the company at the Chaudiere and Sussex street, the old depot of the St. Lawrence & Ottawa Ry. The objection of this would be the grade from Sussex street down to the level of the Ottawa river at the foot of Bank street would be rather steep. If this site is selected the station would likely be that at Dalhousie street with its entrance on the level of Bank street and the trains running in below along the face of Parliament hill. This plan was spoken of several years ago, when a short tunnel through a portion of the cliff was proposed"

18/01/1897 *Ottawa Journal**Montreal and Ottawa**Hammond*

The new C.P.R. line is just being run here [Hammond] and we are given to understand that it will run quite close to this place.

22/01/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. has made a contract with Mr. G. Brunet to continue the transfer service between the village and the C.P.R. depot for the next year/ons of the railway will find him always reliable and will be sure of making trains on time.

05/02/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Mr. P.S. Paquette has assumed control and the management of the C.P.R. transfer 'bus in place of Mr. D. Brunet who had it for the past two months. Passengers for the C.P.R. will be called for in any part of the village. Notice to call left at Mr. Paquette's office will be attended without fail

20/03/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The Montreal and Ottawa Ry.

The Montreal papers the "Star" and the "Witness", state that work on the Montreal and Ottawa railway will be resumed at the earliest possible date and the road through to Ottawa pushed to completion without delay. This will be good news to the residents of the county of Russell and the western part of Prescott as rumors were current to the fact that the road would not be completed during the coming summer.

23/04/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Work on the construction of the Montreal & Ottawa Ry. westward from the present terminus is to be commenced at once. Mr. W.L. McKenzie, of the construction staff was in town last Friday and Saturday making arrangements for supplies etc.

08/05/1897 *Ottawa Free Press**Montreal and Ottawa*

Montreal. Mr. D.R. McTavish, city solicitor of Ottawa is in town (Montreal) upon business with the Canadian Pacific. It is stated that his business is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of country. Through trains are expected to be running over the route by September.

14/05/1897 *Eastern Ontario Review**Montreal and Ottawa**Ottawa*

The completion of the M. & O. Ry. From its present terminus, Alfred, to Ottawa will be hailed with delight by the residents of this section of the county of Russell through which the line will pass, as well as a great number of the residents of Prescott. Regarding it the Ottawa Free Press had the following despatch from Montreal:-

"Montreal, May 8 - Mr. D.B. MacTavish city solicitor of Ottawa, is in town upon business with the Canadian Pacific. It is stated that his visit is in connection with the proposed entrance of the new Montreal and Ottawa branch of the big railway into the capital. This new line runs up the south shore of the Ottawa river, and it is proposed to allow it to enter the city by means of a loop line around Nepean Point to the Central station on the canal, now used by the Canada Atlantic. The idea is to make it a union station. The new line will effect a saving of nearly an hour in the running time of trains between Montreal and Ottawa, as well as giving railway facilities to a very valuable section of the country. Through trains are expected to be running over the new route in September."

14/05/1897 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

C.P.R. Change of Time - Trains on the C.P.R. now leave Vankleek Hill for Montreal at 7.20 in the morning and 4.35 in the afternoon. Returning they arrive here at 12.05 noon and 8.30 in the evening.

14/05/1897 *Eastern Ontario Review**Montreal and Ottawa**St. Eugene*

The C.P.R. station agent at St. Eugene was besieged in the station house by a gang of tramps last Saturday but successfully beat them off.

14/05/1897 *Eastern Ontario Review**Montreal and Ottawa**Caledonia Springs*

By the C.P.R. timetable just issued we notice two new stations have been added to this branch. Rutherford - between Vankleek Hill and St. Eugene and McAlpine - between Vankleek Hill and Caledonia Springs.

The Montreal and Ottawa Railway have filed the plan and profile of their proposed entrance to the city with the registrar of Carleton county. From the plan it is seen that the road the C.P.R. intend to have completed by next fall will touch the C.A.R. about two miles from the city and will enter the Central station over the C.A.R. tracks. The two companies are now negotiating terms upon which the C.P.R. may have running privileges over the C.A.R. tracks.

The C.P.R. also desire to run over the C.A.R. to the western part of the city/ If they cannot arrange suitable terms with the C.A.R. the C.P.R. will build tracks of their own.

16/06/1897 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

The work on the Montreal and Ottawa railway continues. The wet weather that we have had all along interferes very much with its progress. But, as it is, the grading from Alfred station to the Nation river will soon be completed.

So far it is a close secret whether the road will be build past Plantagenet station this summer or not. Nothing definite can be ascertained from those who are supposed to be in the know.

02/07/1897 *Eastern Ontario Review**Montreal and Ottawa*

C.P.R Change of Time. The afternoon train on the Canadian Pacific going east now leaves here at 3.35 and arrives in Montreal at 6.50. It leaves Alfred at 2.30, Caledonia Springs 3.00, McAlpine's 3.15, Vankleek Hill 3.35, Rutherford 3.49, St. Eugene 4.10

02/07/1897 *Eastern Ontario Review**Montreal and Ottawa**McAlpine's*

Attempted Train Wrecking - On June 12th a tie was placed on the C.P.R. track near McAlpine's by some scoundrel with the evident intention of wrecking the night train from Montreal. The engine picked up the tie and carried it to Jonathan Cross before the engineer detected there was anything wrong, where he stopped the train and on examination found the tie between the cowcatcher and the wheels. It was nothing less than providential that the train was not derailed. C.P.R. detective Ross was put on the case and on Saturday 19th, under instructions from him, constable Roberts of this place arrested a man who has been going under the assumed name of Jamieson, at Mr. Chandlers, Caledonia township. The preliminary examination took place before a magistrate at L'Original on Tuesday last and was committed for trial at the next assizes. In the evidence produced by detective Ross it was shown that his real name was Dean and his character in other respects was not of the best. A photograph of his brother who is serving a term in States prison was also produced in evidence. This is the first at train wrecking on this line and it is to be hoped that the guilty party or parties will receive the punishment the offence merits.

03/07/1897 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

In connection with the Nepean Point bridge project, it is stated in a reliable quarter that arrangements are being furthered by Mr. H.J. Beemer for commencing work. The parties whose land in Hull will have to be expropriated are being seen and the right of way for the Pontiac and Pacific Junction Railway from Aylmer down to Hull is being fixed upon. The financing of the undertaking, which has all along been the difficult part of the scheme, is progressing favorably. Mr. Beemer has been in New York and other centres for the past week, and it is stated that satisfactory arrangements have been concluded. He is expected to arrive in Ottawa this evening, and it is probable that next week will see the starting of this very important enterprise.

23/07/1897 *Eastern Ontario Review**Montreal and Ottawa*

Mr. Frank Cordask, with his colony of Italians, left on Tuesday for Plantagenet, where work on the western part of the M. & O. will start this week.

29/07/1897 *Ottawa Citizen**Montreal and Ottawa*

The Montreal, Ottawa and Vaudreuil railway has been completed to a point a few miles this side of Plantagenet and the line is now located to within nine miles of the city. Negotiations are now going on, it is understood, to utilize the C.A.R. tracks over the remaining nine miles for the purpose of conveniently entering the Central station. If the negotiations are not successful, then the company will, in all probability, enter via the old St. Lawrence station crossing over to its property opposite the basilica.

From a prominent official of the C.P.R. it was learned yesterday that the road would be completed to Ottawa this fall, under any circumstances. The intention, he said, was to make the regular run between Ottawa and Montreal, 111 miles, in two hours and a half.

29/07/1897 *Ottawa Journal**Montreal and Ottawa*

The Montreal, Ottawa and Vaudreuil Railway is expected to enter Ottawa some time this fall. The line is now located to within 9 miles of the city, and the company is endeavoring to arrange to run this nine miles over the C.A.R. If the two lines fail to come to an agreement, the Montreal and Ottawa line may possibly come into the city over the old St. Lawrence and Ottawa line coming in at the old St. Lawrence station, and over to their property directly opposite the Basilica.

The intention is to make the run of 111 miles between Ottawa and Montreal in 2 hours and a half.

30/07/1897 *Eastern Ontario Review**Montreal and Ottawa**McAlpine*

Jamieson, the man accused of attempting to wreck a C.P.R. train near McAlpine's Corners, has been acquitted by His Honor Judge O'Brian. Jamieson admitted having seen the obstruction but denied having placed it there.

30/07/1897 *Eastern Ontario Review**Montreal and Ottawa*

A pilgrimage under the direction of Monsignor J.O. Routhier, V.G. from points on the Montreal and Ottawa Ry. to St. Anne de Beaupre on Thursday August 10th. The fare for round trip will be from Alfred and points to Vankleek Hill, \$3.50, and from St. Eugene \$3.25, children \$1.75. Passengers will take the regular morning train to Montreal where they will transfer to a special. Tickets good returning up to the 24th August.

20/08/1897 *Eastern Ontario Review**Montreal and Ottawa**Ottawa*

The Canadian Pacific railway is reported to be making arrangements for the erection of a station in the centre of the city of Ottawa.

20/08/1897 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

A correspondent in Plantagenet writes "The rails on the new Montreal and Ottawa line are laid up to the new station at the pitch off but until the completion of the bridge over the Nation river regular trains are not expected to run. The distance from Alfred to Plantagenet station is about four miles and the question now agitating the minds of the people is this If it has taken until the middle of August to partially build this length such a short distance, how long will it take to reach the city of Ottawa about 35 miles further west, if construction is carried on in this leisurely manner.

15/09/1897 *Ottawa Journal**Montreal and Ottawa*

Plans have been filed by the C.P.R. at the registry office of the county of Carleton. It is learned that the profiles show their line to run into Central station on the east side of the present C.A.R. tracks.

A Journal reporter today was unable to learn definitely that any of the other properties on Besserer street had been paid for. One gentleman assured the reporter that he expected his money in a few days.

Mr. Bigger, C.E. is busy today surveying on Little Sussex and Besserer streets and also around the canal basin. On being asked for whom he was doing the work he replied that the survey was being made for the government.

01/10/1897 *Eastern Ontario Review**Montreal and Ottawa*

The solicitors for the C.P.R. Messrs Henneger, of Montreal and Thistlethwaite of this place, will pay off Montreal and Ottawa Ry. right of way claims at Pendleton, on Monday, The Brook, Tuesday, and Navan Wednesday next.

Mr. Leonard, chief engineer and manager of construction for the C.P.R. arrived in the city last evening. He says that the point where the new short line will enter the city has not yet been definitely decided. The track is completed as far as Pendleton, a village 30 miles distant from Ottawa. They have at present over 1,400 men at work and are rushing the work as quickly as possible. Mr. Leonard says that he does not think they will have the line ready for use this coming winter that is for passenger traffic, but they will likely use the line for freight. The greater portion of the line between Pendleton and this city is ready for track laying.

The company have at present under construction six locomotives of the latest type, for use on the line.

13/10/1897 *Ottawa Journal**Montreal and Ottawa**Caledonia Springs*

Montreal - The grading work on the Canadian Pacific's new short line to Ottawa, along the south shore of the Ottawa river, has now been completed to within two miles of the capital, and the track has been laid to a point about eighty miles west of Montreal.

The work of construction is being rapidly pushed ahead and the track will be all laid to the Ottawa city limits by the middle of November.

Ballasting is being proceeded with concurrently with the laying of the track but the work will not be completed this year.

The line will not be open for through business before the summer of next year. No definite arrangements have yet been made as regards terminal facilities at Ottawa or as regards train service.

The stations beyond Vaudreuil at which first class trains will stop are Hudson, Rigaud, St. Eugene, Vankleek Hill, Caledonia Springs, Alfred, Plantagenet, Pendleton, The Brook, Sarsfield, Navin [sic]. Besides these places there will be a number of flag stations wherever the business may seem to warrant them. The trains which will be put on the road will be of the latest construction, and the coaches will be as elegant as any run anywhere on the Canadian Pacific.

15/10/1897 *Ottawa Free Press**Montreal and Ottawa*

Another change has been made in the projected route of the C.P.R. short line into Ottawa. Instead of building immediately alongside the Canada Atlantic, as the original plan indicated, they will now run about one mile further north, parallel to the Cyrville road. Previously it was intended to build about one mile to the south of that point and run about five miles along side the C.A.R. This change will shorten the distance to the city by about one mile, besides making the line more direct.

The farm of Nicholas Tremblay will suffer more from this change than any other, as there will now be a line of railway cutting through both front and rear of the lot.

There is yet no plan filed from the Deep Cut to the city entrance, but it is generally thought that the line will come in that way.

The contractors are now at work on the grading of the line from Cyrville to the city limits. The chief engineer is personally supervising the work.

23/10/1897 *Ottawa Journal**Montreal and Ottawa*

The grading on the new short line the C.P.R. is building is now almost completed to the Rideau. Several bridges over the small streams between the Nation river and the Rideau are now under construction. To cross Greens Creek, the windings of which are serpentine where the track crosses, three bridges have to be built, but the masonry will not be heavy and all are expected to be built before November closes. There are several fires in the swamps and brush wood of that vicinity, and the smoke is a great annoyance to those working on the road, and water for both man and beast is becoming very scarce. No such drought has ever been known, the farmers say, at this season of the year

01/11/1897 *Ottawa Free Press**Montreal and Ottawa*

There will be a hot time in railway circles in Ottawa within the next six months. Within that period the C.P.R. will have a permanent station near the post office, and it will be on the west side of the canal as the Free Press has already announced. The mere erection of a central station, however, is not the only matter of public interest. The competition with the C.A.R. will be keener than ever, and the rival roads will do some record running between Montreal and Ottawa in order to capture trade.

Mayor Bingham, Ald. Wallace and Assessment Commissioner Pratt were down to Montreal Saturday on civic business and had an interview with Mr. Shaughnessy, of the C.P.R. He told them the C.P.R. intended building a separate depot in Ottawa and make other improvements which would cost in the neighbourhood of a million dollars. He also informed them that the C.P.R. would run trains from Montreal to Ottawa in 2½ hours or one hour less than now. Mr. Shaughnessy says the company will have to build their own tracks and yards in the centre of the city as in the long run it will pay them owing to the heavy rental demanded by the C.A.R.

05/11/1897 *Eastern Ontario Review**Montreal and Ottawa**Alfred*

Mrs. Chonnard of Alfred who met with a serious accident at the Alfred station recently had her claims against the C.P.R. adjusted last week. She was allowed \$300.

13/11/1897 *Ottawa Free Press**Montreal and Ottawa*

The grading of the Montreal and Ottawa railway will be completed next Thursday as far as Hurdman's Bridge where it will connect with the Prescott and Ottawa branch of the C.P.R. There remains a section of twenty-three miles upon which the steel is yet to be laid.

19/11/1897 *Ottawa Free Press**Montreal and Ottawa*

It is now certain the C.P.R. short line will enter the city by the C.A.R. tracks from the head of Deep Cut. More.
Letter from Booth.

26/11/1897 *Eastern Ontario Review**Montreal and Ottawa*

Mr. F.W. Thistlethwaite, solicitor for the Montreal and Ottawa Ry., was through the Western part of Russell county and in Ottawa the first part of the week making settlements for the railway right of way.

11/12/1897 *Ottawa Free Press**Montreal and Ottawa*

Mr. T.G. Shaughnessy, vice president of the C.P.R., arrived in the city this morning. He is on business with the government regarding the new short line. The full right of way up to the head of the deep cut has been purchased and all is in readiness for completion of the line to the city. The Ottawa and New York company's negotiations with the C.A.R. are being closely watched by the C.P.R.

13/12/1897 *Ottawa Journal**Montreal and Ottawa**Greens Creek*

The CPR bridge at Green's Creek on the CPR line between Ottawa and Montreal was almost broken down a few days ago. The recent freshet caused the creek to rise and it carried down a large elm tree. The tree struck the centre pier and knocked away all the framework except for one support. This framework was supporting the bridge. Fortunately the single support held and the engineers were enabled to replace the framework before any trains passed by.

The workmen who were on the bridge at he time had to take to the rafts and had all the supports broken the structure would have fallen causing considerable damage besides delaying the work at this point for some time. The bridge is now almost completed.

14/12/1897 *Ottawa Citizen**Montreal and Ottawa**Ottawa*

Yesterday, the last stone was laid on the most important piece of work on the construction of the new C.P.R. line to Ottawa. It was on the large stone bridge across Green's Creek which was built by Messrs. Brewder and MacNaughton. The bridge is built wholly of stone and in a most substantial manner. There are three arches, a centre one, thirty feet in length and a fourteen foot one at each end. The same firm constructed two other stone bridges on the line and have been highly congratulated by every person who has seen them on the splendid character of the work.

That no apparent move has been made by C.P.R. authorities to effect an entrance to the Central station, and because of no other reasons, a rumor is now afloat in railway circles about a mutual deal that is now supposed to be on between the C.P.R. and the C.A.R. companies, which is of importance to this city as well as to Montreal.

It is said the C.P.R. company will allow the C.A.R. company to enter their station in Montreal in return for the privilege of using the C.A.R. tracks from a certain point outside the city to the Central station.

In this event the C.A.R. would subsequently abandon the use of the Grand Trunk tracks from Coteau to Montreal.

18/12/1897 *Ottawa Free Press**Montreal and Ottawa*

The C.P.R. will build their bridge across the Rideau river this winter. The new short line is now complete as far as Blackburn, which is about five miles out of the city. The bridge will be completed early in the spring so that trains will be running into Ottawa as early as next March. The stations all along the line are completed. Mr. C.W. Spencer arrived in the city last evening and met the officials of the C.A.R. today. He says both companies are on friendly terms and that there will be very little difficulty in coming to an agreement.

24/12/1897 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

MR. BEEMER'S COMMUNICATION

FINANCE COMMITTEE DID NOT ACT ON IT LAST NIGHT

Left Over for the New Committee to Deal With

Mr. H.J. Beemer of the P.P.J. Railway had sent in the following communication, which was read and upon motion of Ald. Hastey and Ald. McGuire, the communication was referred to the finance committee of 1898 with the recommendation that it be dealt with at once:

What Mr. Beemer Wants.

"On behalf of the P. P. J. Railway company, to which company a bonus from the city of Ottawa of \$150,000 was authorized by by-law No. 1,458, as renewed by by-laws 1,623 and 1,707 to be granted to aid in the construction of an interprovincial railway and traffic bridge from Hull to Nepean Point in the city of Ottawa, I beg to most respectfully to address you with reference to the making and executing of the debentures for the said bonus.

"By the terms of the by-laws above referred to, the bonus does not become payable until the bridge is completed, and like terms are imposed by the Ontario Act with regard to the Ontario government subsidy. The company, however, in making the financial arrangements has found that it would be of great assistance to it if the debentures of the city of Ottawa, referred to in the by-laws as representing the bonuses were now to be made, executed and deposited by the corporation in the Quebec bank, or some other bank in Ottawa, to be held for delivery on completion of the bridge, as required by the by-laws.

"It will be remembered by your honorable body that the bridge is to be one for general traffic, a free bridge, and this fact takes away an element of importance in making the financial arrangements for construction.

"The undersigned, feeling satisfied that your honorable body would be willing to assist in every way consistent with the by-laws in enabling the company to make as easy as possible the raising of the necessary capital, therefore beg to request that the necessary steps be taken on the part of the corporation with as little delay as possible, to have the debentures referred to made and executed, and that when executed they be deposited with the Quebec or some other bank there to be held for the purpose of delivery to the company as soon as the bridge has been completed, in accordance with the by-laws.

"The undersigned is able to state that arrangements have so far been completed as to justify him in stating that the work will be begun and vigorously prosecuted within a very short delay."

Ex-Mayor McDougal appeared to urge that the request of Mr. Beemer be granted.

08/01/1898 *Ottawa Free Press**Montreal and Ottawa*

Mr. T.G. Shaughnessy, vice president of the C.P.R., was asked today what arrangements have been made by the company with regard to the entrance into Ottawa of their line, in view of the statements which have been printed to the effect that an arrangement was likely to be made between the Canada Atlantic Railway and the C.P.R. by which the Canada Atlantic station at Ottawa would be used by the C.P.R. and the Windsor street station, Montreal, by the Canada Atlantic. Mr. Shaughnessy states that the C.P.R. expects to be running into Ottawa in the spring and that the station would be located near the Russell House.

13/01/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

WILL BUILD THE BRIDGE

But Rumor Says that the Interprovincial Bridge Will not be Built by Mr. Beemer

"The Interprovincial bridge will probably be begun in the course of a few days," said Mr. G.C. Dunn, chief engineer of the O. & G. V. and P. & P.J. railways, to a Journal reporter. "Mr. Beemer has everything in a satisfactory condition, and \$50,000 will be spent on the work by the middle of March."

In spite of this emphatic statement a persistent rumor is going the rounds that the bridge will never be built by Mr. Beemer. The rumor has it that the C.P.R. bridge across the Ottawa above the Chaudiere will be used by Mr. Beemer's roads, and that the C.P.R. will use its new road to Montreal more than the present north shore road.

The proposed bridge across the Ottawa between Bank street and Hull will be built as soon as the Ottawa company gets its charter, and would probably interfere with the amount of business likely to be done over the proposed Interprovincial bridge at Nepean Point.

13/01/1898 *Ottawa Free Press**Montreal and Ottawa*

The engineering staff of the Montreal and Ottawa railway have completed their outside work for the season. The staff consisted of Messrs. R.W. Leonard, manager of construction; J.E. Sheman, accountant; Hamilton Lindsay and H.T. Hansen, engineers; R.P. Rogers, draughtsman; R.H. Weldon, timekeeper, and J.J. Mackan, clerk. The stations on the new line and the sidings in connection therewith are all finished. The distance from Montreal to Plantagenet is 74.61 miles and the stations westward from the latter point to this city are as follows: Pendleton, 79.80 miles; The Brook, near Bearbrook river, 85.45 miles; Hammon [sic] where the line crosses the Rockland branch of the Canada Atlantic railway, 88.96; Sarsfield, 94.39; Navan, 98.66; Blackburn, 104.94; Ottawa, at Rideau river bridge, 109.74. Blackburn will be a flag station for the next year at least.

20/01/1898 *Ottawa Journal**Montreal and Ottawa*

SUES THE M. AND O. RAILWAY

A writ was issued in the High Court of Justice this morning by Mr. A.E. Frupp on behalf of Letitia Granger against the Montreal and Ottawa Ry. Co. for \$1,000 damages for loss [sic] of timber on land owned by the plaintiff in Russell county and destroyed by fires alleged to have been set by the railway company and their employees.

22/01/1898 *Ottawa Free Press**Montreal and Ottawa**Rideau River*

R.J. Stewart, Tweed, Ont., the successful contractor for the new C.P.R. bridge over the Rideau, has commenced work on the approaches, both sides of the river.

22/01/1898 Ottawa Citizen

Montreal and Ottawa

Rideau River bridge

Mr. R.J. Stewart of Tweed, Ont., has been awarded the contract for the building of the new C.P.R. bridge over the Rideau river, for the company's short line between Montreal and this city. Mr. Stewart has commenced work on this bridge, and has a large staff of men building the approaches on either side of the river.

28/01/1898 Ottawa Free Press

Montreal and Ottawa

Work on the New York and Ottawa [sic] road is progressing rapidly. A large gang are engaged in building the Rideau bridge. One pier and one abutment have been completed.

01/02/1898 Ottawa Journal

Montreal and Ottawa

Interprovincial Bridge

CONTRACTORS HERE.

Work on the Nepean Point Bridge Likely to Start at Once.

Mr. Geo. Adgate, the noted N.Y. railway contractor, in company with Mr. G. Massy, C.E., of Montreal, are in the city, today in company with Mr. Dunn, the engineer for Mr. H.J. Beemer's roads. Mr. Adgate is the contractor for the new steel bridge to be built by the O. & N.Y. railway over the St Lawrence, at Cornwall. Mr. Massy, C.E., Mr. Adgate and Mr. Dunn spent most of the day to-day in Hull, examining the approaches to the proposed Nepean Point bridge. It is expected work will begin on this bridge at once.

01/02/1898 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

WORK STARTS IN A FEW DAYS

On Interprovincial Bridge at Nepean Point

ENGINEERS ARE HERE

What the Modified Plans are Like - One Span of 556 Feet - The Massive Piers

Work on the interprovincial bridge at Nepean Point will be started in a few days. G.H. Massy, of Montreal, the engineer in charge of the construction, arrived in the city yesterday and is making arrangements for the work. Lee Treadwell and Geo. Adgate, representing Suoysmith & Co., of New York, are also here looking over the ground and getting prices on materials preparatory to commencing work.

Mr. Massy will begin at once locating the position of the five piers required for the bridge structure. He is an engineer of wide experience, having supervised the erection of some of the largest bridges in Canada, he superintended the construction of the C.P.R. bridges at Ottawa, Lachine and Sault Ste. Marie, and also the development of the water power at Chambly. Messrs. Treadwell and Adgate have been busy all last summer building the masonry work for the Ottawa & New York bridge at Cornwall.

The Plans Fyled.

The plans for the bridge were fyled yesterday with the Department of Railways and Canals, and provide for a single track railroad, two footwalks, two street car tracks and two waggon ways. The railroad track and the sidewalks will be between the trusses, while the street car tracks and waggon ways will be carried on cantilever brackets projecting from each side of the trusses.

The plan of the bridge have been modified somewhat from those projected at first. The present plans provide for four spans, one of 556 feet, which clears the deepest part of the sawdust bed in the river. The whole length of the bridge will be 1,300 feet, exclusive of approaches and will be divided into one cantilever span 5356 feet long, two flanking or anchor spans 247 feet each, and one truss span 250 feet long. The truss will be on the Hull side.

On Five Pier

The bridge will be carried on five piers, which will be carried down to bed rock. The deepest will be in water about 70 feet deep, and the position of all the piers are chosen where the water is shallowest. The deepest pier will likely be sunk in what is known as the plenum-pneumatic process in an air-tight chamber, which is sunk into the water, entrance to it being had by means of an air-lock. The other piers will likely be put down in open cribs or caissons. The height, of the piers will be sufficient to give a clear headway in times of high water of twenty-one feet..

08/02/1898 Ottawa Journal

Montreal and Ottawa

Interprovincial Bridge

THE FIRST PIER STARTED

STONE IS BEING REMOVED FROM NEPEAN POINT

Nine Men Started To-day to Prepare the Pier for the Interprovincial Bridge

Nine men were put to work this morning on the Nepean Point pier for the Interprovincial Bridge and started to remove the loose stone for the pier.

Mr. A. McNaughton has the sub-contract for the first three piers, but as yet has not received a copy of the plans. Mr. McNaughton stated to The Journal to-day that he has sent a gang of men to his quarries at Eganville, where they will take out the stone for the piers. Until he gets a copy of the plans Mr. McNaughton says he will not have more than twenty men engaged at the Nepean Point pier.

Mr. A. Stewart has been awarded the contract for the stone on the Quebec side, and will supply it from his quarry at Rockland.

Messrs. SooySmith and Company, contracting engineers, of New York, who have the contract for the whole work, are represented in the city by Mr. George Adgate, Western manager for the firm, and Mr. Charles H. Deane C. E., vice-president of the company. Mr. Adgate said to-day he would probably have the work on the Quebec side started tomorrow, and that he has sub-let the contract for the Ontario end to Mr. McNaughton.

Mr. J. H. Beemer, when seen, would make no statement regarding his intentions, further than to say that he has given the contract to Messrs. SooySmith and Co., of New York.

May Employ 500.

Mr. F. Hibbard, engineer for the P. & P.-J. and O. & G. V. railways, stated to-day that he estimates over five hundred men will be engaged on the work in connection with the bridge. Teams will be engaged drawing lumber, stone and other supplies, then a large number of men will be employed on the actual work of the bridge, and these with the men engaged to quarry stone will bring the total up to five hundred and perhaps exceed that number. It will be some time, however, before this number is engaged.

08/02/1898 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

Work on the Interprovincial bridge is now in full swing. The soundings have all been taken and other preparations are going ahead with all possible rapidity. More

10/02/1898 Ottawa Free Press

Montreal and Ottawa

Central Depot

At the meeting of the Railway Committee of the Privy Council the Canadian Pacific company filed their application for entrance to the Ottawa Central depot. Full details--

1. Applicants to be tenants of the crown
 2. Station to be a union station
 3. After 1 May 1916 all companies entitled to use station and approaches to be joint tenants with the O.A. & P.S.
 4. Passenger traffic to take precedence over freight
 5. Payment on wheelage basis
 6. Management to be under control of a joint board
 7. Railway committee may vary terms and conditions as it sees fit.
- Parry sound railway, the present lessees under a 99 year lease is expected to resist this move.

THE INTERPROVINCIAL BRIDGE.

The Work Is Going on at the Ontario and Quebec Ends.

The work on the Hull end of the proposed Interprovincial bridge is going on at a good rate. Two storehouses are almost completed, and derricks are being built. A derrick scow will be commenced this week. On the Ontario side the excavation for the pier at the base of Nepean Point, is ready for the foundation. Mr. Geo. Adgate is superintending the construction of the work on the Quebec side.

15/02/1898 *Ottawa Free Press**Montreal and Ottawa**Rideau River*

The new C.P.R. bridge over the Rideau at Hurdman's Bridge is being pushed to completion. Four piers are complete and three are under way, and the other two or three are to be finished by the 15th March, the contract time. This being the case, the iron will no doubt be on by 15th April. The company is cutting a right of way through the cedar bush south of Hurdman's road and between the head the cut and the Rideau river. There is a lot of stone and a derrick on the eland where they intend to put the two or three culverts, so that it looks as if the C.P.R. will in to the new central station at Sappers' bridge by the 24th May.

18/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Acting . Solicitor OGara is looking into the request of the P. P. J. railway that the city issue the debentures- for the \$150,000 bonus to the Nepean Point bridge and place them in the bank. Mr. O'Gara asked that a sub-committee be appointed to confer with him. This was done, and Chairman Cluff, Ald. Davidson. Roger and the mayor will be the committee.

22/02/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Three monster derricks, composed of iron and wood are being turned out at the Victoria foundry for hoisting purposes on the new Interprovincial bridge at Nepean Point.

24/02/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

INTERPROVINCIAL BRIDGE.

New Plans Filed With the City Engineer.

Engineer Massey, of the Nepean Point bridge, yesterday filed the new plans and specifications of the bridge with the city engineer, who will submit them to the special sub-committee appointed to consider them. The bridge will have a large centre span with two small ones on the Hull side and one on the Ottawa side A good grade has been made for the road approach to St. Patrick's street, while the railway track runs round the face of the cliff at Major's Hill park, behind the N.W.M. Police stores and under the two bridges to the C.A.R. depot.

25/02/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Mr. Massey, the engineer of the Nepean Point bridge yesterday morning fyled the plans and specifications of thje bridge with the city engineer.

01/03/1898 *Ottawa Free Press**Montreal and Ottawa**Deep Cut*

Workmen have finished driving the piles for the C.P.R. at the Deep Cut. The piles, which are all of red pine, were driven down 16 feet. Next week the deck will be placed on top for the new track, all of which indicates an early entrance into the city.

04/03/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Work on the construction of the interprovincial bridge at Nepean Point is going on rapidly and many interesting sights are to be seen there. The work is being rushed in order to take advantage of the ice in building the piers and in order to do \$50,000 worth of work before March 15th, so as to claim the bonus given by the city of Ottawa. Lee E. Treadwell, in charge of the work, said that more than \$50,000 had already been expended in wages, material and labor. Nearly 125 men are employed, many of them on night shifts.

The first pier on the Hull side has almost been completed. It is built in 30 feet of water, of solid concrete and broken stone. The method of construction is interesting. A huge box is built of square timber, the inside measurements being that of the pier. A hole in the ice the size of the box is made, the box sinking in it as it is built from the top. When the box touches bed rock the process of filling with rubble and cement starts. This soon hardens into a solid mass as hard and tough as rock. The box for pier number two on the Hull side was completed last evening, and the work of filling with concrete will start today. The work of laying down the concrete must be carried on continuously, and it will take four days and four nights to finish the work. Work on the box for the third pier will start today.

The outline of the first pier on the Ottawa side has been drawn on the ice, and soundings around the edge are being taken every four feet to find the depth of water and the levels of the bottom of the river. The depth of water is a few inches over 75 feet in places that were sounded yesterday. It has not yet been decided whether to use crib work, as on the other piers, or to use an air-tight box with compressed air.

SuoySmith & Co., the contractors, have a large plant on hand, consisting of several derricks and hoisting engines. A large scow for carrying a derrick and engine has been built and floated on the Hull side. A second one is now under construction at the foot of the locks on the Ottawa side. Part of the plant is a powerful "clam shell" dredge used for scooping up the sawdust from the river bottom, so that the piers will rest upon solid rock. The sawdust at the pier locations varied from ten to fifteen feet.

05/03/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Eighteen cars of rails for the approaches and track landing to the new Interprovincial bridge were delivered yesterday.

Over forty cars of lumber will be delivered next week.

The concreting of the second pier was commenced yesterday, when 100 cubic feet were placed in position.

The work on the masonry of No. 1 pier on the Ottawa side was commenced this morning.

Mr. H.J. Beemer said last evening that he would have \$100,000 spent before the 15th of March.

07/03/1898 *Ottawa Free Press**Montreal and Ottawa*

Today the C.P.R. commenced the deck on the pile work at the head of the Deep Cut for the Montreal short line. The heavy lumber is being raised to the top of the piles, which are 17 feet high, by a steam hoist. A large stone culvert is being constructed under the bridge work and as soon as the trains start running the hole will be filled with earth.

Work on the Rideau bridge is progressing rapidly on account of the favorable weather. All the masonry is now finished, with the exception of one abutment at the west side and part of the pier on the island. The iron work, which is to be supplied by Dominion Bridge Co. of Lachine, will be commenced by May 1.

09/03/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Three coffer dams already sunk. Policeman on duty at all times to keep the crowds from coming in dangerous proximity to machinery. Full account.

11/03/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

During the past two weeks Messrs. Chitty & Thompson have hired fifty men, mostly stone cutters for the bridge stone work. They are at Eganville shaping the material to be used in the piers of the Interprovincial Bridge.

Broder & McNaughton, who have the contract for the Ontario abutment of the Interprovincial Bridge, have the work well under way and a considerable amount of the masonry already laid. The current from the falls has broken the ice almost up the where the work is being done, so that new apparatus for carrying the material will soon be necessary.

The Interprovincial Bridge. .

The water in the Ottawa is beginning to fall again, and as soon as it is low enough work on the building of the piers of the interprovincial bridge at Nepean Point will be resumed. Work on the land pier at the Point has been going on rapidly and without interruption. While the ice in the river is too weak for working at the other piers, Mr. Adgate has had a large force of men building barges for use at that work as soon as the ice moves out of the river and the water falls sufficiently. Other material is being placed on the ground for use when building is resumed;

01/04/1898 *Renfrew Mercury**Montreal and Ottawa**Interprovincial Bridge*

Mr. J.H. Beemer has resigned the presidency of the P. & P. J. and G.V. Railway in order to devote his whole attention to the construction of the Nepean Point Bridge.

01/04/1898 *Eastern Ontario Review**Montreal and Ottawa*

Work has re-commenced on the Montreal & Ottawa Ry. and it will be pushed through with all possible speed.

02/04/1898 *Ottawa Free Press**Montreal and Ottawa*

This morning the C.P.R. company sent out about one hundred men to repair the damage done to the Montreal and Ottawa line by the late floods. The operations will be directed chiefly to the district near Plantagenet.

07/04/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

At the Nepean Point bridge the cliff has been blasted out twenty yards along the side to within ten feet of the water's edge. The masonry for the Ontario abutment is progressing steadily.

11/04/1898 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

The much conjectured damage to the M. & O. railway on the line between Plantagenet and The Brook stations, although much more than the railway engineers had bargained for, was very much less than the residents in this section of the country believed could be possible on the route chosen. However, this spring's washouts are of a sufficiently serious nature to show that this part of the line will always be a source of anxiety after a freshet.

20/04/1898 *Ottawa Citizen**Montreal and Ottawa*

THE RAILWAY CO. SETTLED CASE

Timber Was Burned on the Farm of Mrs. Granger.

COMPANY WAS LIABLE

The case of Granger v the Montreal and Ottawa railway was continued at the assizes yesterday afternoon. At 4 it was brought to a sudden end by the parties to the suit agreeing to a settlement. According to the terms of the settlement Mrs. Granger, the plaintiff, receives about three hundred dollars and all her law costs.

The railway company was compelled to make this compromise, owing to the evidence of one of its witnesses having been turned against it. Joseph Tassier, foreman of one of the railway construction gangs, swore that the right of way along the Granger farm was burned over in September. This established with strong probability the origin of the fire, as, being on the railway property. Mrs. Granger was represented by Mr. A. E. Fripp, and the Montreal and Ottawa railway by J.R. Riddle of Toronto.

22/04/1898 *Ottawa Free Press**Montreal and Ottawa*

An increased force of men is at work today at the C.P.R. grade at Hurdman's Bridge. On the east side of the Rideau the steel is now laid up the end of the new bridge. The construction train hauling the iron work was due to have come up yesterday afternoon but was cancelled till today.

Yesterday the ballast train brought up gravel for the new sections built this spring, and the construction trains will be in operation today.

Yesterday afternoon the grading on the side of the Rideau through Champagne's bush was suspended on account of the rain, but today about 60 men and 25 teams are engaged. The men have some peculiar difficulties to contend with here. In the first place, the section from the bridge through the bush is so completely covered with boulders that progress is very slow and damage to the grading scrapers is great. Then the refuse from an old slaughter house has been dumped in a bog hole through which the right of way passes and although it is some years since the place was destroyed, the smell is still so strong that it is almost impossible for the workmen to endure it. Further up towards the Deep Cut the grading must be left for some time, as the ground is so boggy the teams could not be put into it. The grade from the end of the pile work to the hill west of the bridge will be very heavy and about a month's work will be required to complete it.

Mr. K. McDonald says that every day a number of "hobos" are on the scene applying for work, but this class of artist is generally refused. A number of them have their headquarters in the bush at the Deep Cut. A gang of men are at work on the piles finishing the deck and making the approaches where the proposed junction with the Canada Atlantic will take place.

27/04/1898 *Ottawa Free Press**Montreal and Ottawa*

--The C.P.R. have their line built to within a mile of the city and are anxious to settle the right of way so as to commence operations at once.--

Mr. Beemer's Bridge

He Asks Power to put Tolls on Everything Unless he Gets That \$150,000

Also Right to Bond the Bridge for a Million Besides \$250,000 Stock

New Franchise Act Likely to be put Through To-night by the Commons

The most important proceeding in the House of Common yesterday from an Ottawa point of view wa the introduction of a bill providing for the incorporation of the Ottawa Interprovincial Bridge Company. This refers to Mr. Beemer's scheme.the Nepean Point structure. The bill in effect is to organize a new and distinct company to acquire the Interprovlnal bridge and everything connected with it from the corporation now in nominal control of it, namely the Ponttao and Pacific and the Gatineau Railways. As there are provisions for the imposition of tolls the matter is of special interest to Ottawa.

It will be remembered that in consideration of a bonus of \$150,000 voted by Ottawa, the bridge was to be free of tolls on foot passengers and vehicles, and, as the city claims but Mr. Beemer denies, on street cars. The new bill asks power to charge toll on everything if the city does not whack up the \$150,000 on the conditions as understood by Mr.

Beemer.

In the absence of Mr. Belcourt, who had given notice of the bill, Mr. Campbell (Kent) Introduced the bill for the incorporation of the new company. The bill is primarily to incorporate a company authorized to take over the franchises and works held by the P. & P.J. and O.&G. Railways for the construction of a bridge across the Ottawa river from Ottawa to Hull. The company is to be known as the Ottawa Interprovincial Bridge Company, and the head office is to be at Ottawa or such other place a the director many direct. The provisional directors are Joseph Rielle, Hon. J.S.C. Wurtele, Samuel Findlay, Wm. Hanson, all of Montreal, and H.G. Beemer of Quebec. Mr. Hanson is Mr. Beemer's proposed financial backer. the capital stock is fixed at \$250,000. The bill authorises both the P. and P. J. and the O.and O. Railways to transfer to the new company all their . Interprovincial bridge franchises, privileges and work, as well as all bonuses or subsidies to which they may be entitled in connection with the bridge, from any governments, person or municipal corporations. Authority is given for the charging of tolls for the passage of cars, vehicles, pedestrians or general traffic over the bridge or its approaches. However, if the company gets the \$150,000 bonus from Ottawa the agreement with the city in that onnection is to be binding "except in so far as the same may hereafter be amended or modified by agreement with the city or under any act of the legislature of the province of Ontario." The company is also given power to construct piers or other erections in the Ottawa river and Hull and Ottawa "as may be deemed necessary, not only, for the construction of the bridge but which the company may require or think desirable to protect it from ice, freshets or for any other purpose in connection with the bridge." Further authority is given to build necessary approaches in to and upon lands, streets, roads and grounds lying in either city
A penalty of \$10 or not more than 10 days is provided for the punishment of any one who forcibly passes over the bridge or interrupts the company or its employees engaged at work on the bridge.
All railways are to have equal privileges in connection with the bridge and authority Is given to amalgamate with other companies and lease or sell to the government or Ottawa or Hull.
The bonding privileges are fixed at one million dollars and the time for the completion of the bridge five years.
The bill waa simply introduced, and will go to the railway committee for discussion..

02/05/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The Bridge Bonus.

The most important discussion will arise, however, over Ald. Cluff's notice of motion on the interprovincial bridge matter, asking the Council to "hereby expresis its determination to protest in every legal way the payment of the aforementioned bonus of \$150,000." The grounds on which Ald. Cluff bases his action are broadly a breach of agreement: First, that the required amount, \$50,000, was not spent by the company by March 15th last "on the actual construction of the bridge," and, second, that the representative of the parties had repudiated before the Railway Committee of the House of Commons the condition which was to give passage over the said bridge of street railways or tram cars free of toll..

11/05/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Brodeur and MacNaughton, the contractors for the shore pier at Nepean Point of the Interprovincial Bridge, will complete their contract today. Workmen were putting the coping on the pier yesterday and that work will be finished today. George Adgate, the superintending mason of the bridge contractors has been in Cornwall for several weeks past where his company also has the contract for the stonework of the St. Lawrence River bridge for the Ottawa and New York Railway. The water in the Ottawa river is now beginning to fall again and work on the mason work of the water piers will soon be started. --

11/05/1898 *Ottawa Free Press**Montreal and Ottawa*

Great activity characterizes the operations on the construction of the Ottawa and Montreal new short line at Hurdman's Bridge. The Dominion Bridge Company's employees are at work on the iron of the Rideau bridge and the first span on the east side of the river has been laid. Nearly all the iron for the structure is on hand, and the bridge will be completed in about six weeks. It will consist of eight spans of plate girder, each 65 foot long, each girder weighing twelve tons.

About 75 men and 25 teams are engaged on the grading work on the west side of the bridge, and through Champagne's bush. The whole top of the hill opposite Mr. Robert's farm has been drawn away, to fill up the grade at the end of the pile work.

Workmen are also engaged in the construction of an overhead crossing of the road from Ottawa East, which joins the continuation of Nicholas street.

19/05/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The construction of the Ontario abutment of the Interprovincial bridge is completed and the only operations being carried on in that quarter is the blasting of the cliff which is progressing favorably.

First train over the Montreal Ottawa short line.

New Road inspected by the company's officials yesterday.

Traffic to begin in July.

The line described.

The first train over the new CPR short line between Ottawa and Montreal left the Union Depot yesterday at 1.10 p.m., with General manager Thos. Tait and seven passengers on board. Mr. Tait was on a tour of inspection.

The road will be opened for traffic in July, and then passenger trains running at a speed of between fifty and sixty miles an hour will be put on to cover the 111 miles between Ottawa and Montreal.

When the bridge at Hurdman's is completed trains will be able to run. The bridge will be finished within four weeks.

Mr. Tait was accompanied by Mr. C.W. Spencer, general superintendent of the eastern lines; Mr. H.B. Spencer, superintendent of the eastern division who will have the new line under his superintendency; Mr. R.W. Leonard, construction engineer; Mr. D. McPherson, eastern division engineer; Mr. John Morrow, right of way agent for the M and O railway; Mr. T. Oullen, Mr. Tait's private secretary and a Journal representative.

The train was manned by conductor J.A. Hibbard, engineer J. Ryan, Fireman Jos. Gilchrist, brakemen Robt. Dawson and J. Dupont and superintendent of construction, Mr. J.B. O'Brien all of Ottawa. Chef Wm. Dewfall, of the private car Earncliffe attended to the refreshments. Engine 385, an excellent speeder, first class coach 157 and Mr. Tait's private car "Earncliffe" composed the train and it will be remembered as the first passenger train over the line that will be of great importance to Ottawa.

Leaving the Union Depot the Prescott line was followed to its junction with the old St. Lawrence and Ottawa railway. Passing over a short curve, hardly completed, the train was soon on the new line.

To examine the work

The purpose of the trip was to give Mr. Tait an opportunity of examining the new work. The new line is regarded as Mr. Tait's line owing to the attention and care he has given it and because, under his personal direction, the work has been thoroughly done that it will be one of the finest roads in Canada. Mr. Leonard acted under the direction of Mr. Tait entirely.

The general features of the road are the excellent heavy steel rails used, the excellent switching system, the thorough method of ballasting and the finished manner in which everything has been done. The road has been designed for speed and although the roadbed was not finished yesterday in places, the train ran at 35 and 40 miles an hour. Beyond Plantagenet, from which place to Montreal the line is completed, the train whizzed along at a mile a minute yet the shaking of the train was slight. Other notable features about the line are the long sloping curves - in the few places they are necessary, the straightness of the line and the few grades. The sharpest curve is but one degree, the highest grade is forty feet to the mile.

The rails used are 73 and 80 pound rails, the heavier rails being used in the eastern section of the road. A most important feature and one that will make it easier for trains to run swiftly is that the main line, when completed, will be unbroken between Montreal and Ottawa. The old system of switches has been supplanted by the MacPherson system invented by Mr. D. MacPherson of Montreal, who accompanied Mr. Tait yesterday.

Set automatically.

The railway switch and frog are combined in such a way that setting one automatically sets the others, and if, through mistake or malice, left set wrongly, a train passing through in either direction would not be derailed. The device is based on the common sense principle, that switches and frogs being the most expensive and least durable points in track should not have any of their parts subject to the destructive and useless wear of trains passing on the main tracks; but that their parts should only be touched by trains going into or coming out of sidings. When the switch is set for the main line clear, all parts of the switch and frog are well clear of the main track rails, which latter are fully spiked, and absolutely as continuous and firm as if no frog were there. The device has been in use three winters on the C.P.R. main track and has worked successfully. Mr. MacPherson's switch has been adopted by Dr. Seward Webb on the St. Lawrence and Adirondack division of the New York Central railway.

The start

When the start was made yesterday dark clouds covered the sky and rain seemed imminent. During the afternoon the clouds passed away and when the train reached Montreal the air was fine.

The piers of the new bridge over the Rideau River were first inspected. The bridge is high and finely constructed, and will be completed within four weeks. At 2.05 p.m. Mr. Tait gave the word to start and the order was "The best speed consistent with safety". At Green's Creek - five miles out - the new stone bridge was inspected. It is a three arch structure and nicely finished. The first station reached was Blackburn, a flag station, but no stop was made. The country is a lovely one, and the recent rains had brought the foliage and grass in all their fresh and verdant beauty.

The farm crossings along the line are splendidly finished: and the fences were all Page woven wire. The stations are all neatly constructed and are painted a pretty brown shade.

Picturesque

Past Blackburn the speed was only about 25 miles an hour owing to the inspection. The run through Mer Bleu to Navan is most picturesque and the azure haze about the shrubbery of the low land was quite noticeable.

The trip was not without incident. At Navan a bay horse standing near the track became frightened and after falling then rising dashed along the side of the track after the train. The buggy collided with a switch and was smashed to pieces and the frightened animal swerved towards the field where a fence soon stopped it.

Leaving Navan a slight grade was ascended and at a speed of 35 miles an hour the train ran through a charming country to Leonard - a station called after Engineer Leonard. The station is half way between Sarsfield and Bearbrook and in the centre of Cumberland township. The township hall will be erected there and a townsite laid out. The C.P.R. Company owns 300 acres of good land, which will be divided into town lots. Water is secured from the Bear brook, 6,000 feet away, and a 40,000 gallon tank has been erected at Leonard. Three ballasting trains and large gangs of men were busy at this point. At all stations a crossing siding and a local siding have been constructed.

Just out of Leonard the C.P.R. owns 260 acres of gravel land. A large steam shovel was at work yesterday getting out gravel.

Crosses the C.A.R. branch.

The country past Leonard is rolling and 40 miles an hour was obtained. The road is flanked with bush. Through Mr. W.C. Edwards' beautiful farm the company was given free right of way. At Hammond - the village wiped out by fire last fall, but springing up again - the road crossed the C.A.R. Rockland branch - eight miles from Rockland. The run through Clarence township - a great hay country - was fine. The south side is well settled, and an air of prosperity is noticeable about the homes of the farmers.

At The Brook, four miles from Hammond flag station, large quantities of hardwood are ready for shipment, and the company has plenty of land for the accommodation of shippers.

The station at The Brook is a specimen of the neat buildings that the company has erected. The station is combined with a freight shed and dwelling. The exterior is painted a pretty brown shade, while the interior is finished in light colours. Hardwood floors and red pine wainscoting have been put in. The waiting and sleeping rooms are airy and comfortable looking, and every convenience has been put in for the agent. A new hotel is being erected at The Brook and the saline and mineral springs in the district will doubtless attract many visitors.

Plantagenet and Caledonia Springs have been made very accessible from the west and Montreal by the new road.

Cobb's Lake - a natural basin - is just past The Brook. Piles sixty feet long had to be driven in before a suitable basis could be reached. During the spring freshets the water rises in the basin about ten feet. It connects with the Nation River.

At Pendleton

Pendleton, some six miles from The Brook, is in the centre of some excellent farming country. The scenery is picturesque, and the land finely wooded. The line passes through a fine bush just outside of Pendleton. At Pendleton the C.P.R. transcontinental copper wire was noticed. This wire is being stretched in an unbroken line from the Atlantic to the Pacific, and the work of stretching it is going on at many points. Six hundred

miles have been stretched east of Port Arthur. Four operators at each end will be able to send messages over it at the same time.

A fine view of Curran village is obtained at Pendleton.

Promise of Plantagenet

Plantagenet is expected to be the most progressive town of the district. It is the end of the operating line between Montreal and Ottawa. At Plantagenet the Journal man was introduced to Mr. William Rodden, "father of the Montreal short line" so called for his advocacy of the line. Mr. Rodden treated the party to some delicious saline water from his spring. A roller, grist and flour mill and a saw mill have been built at this point. Several steam boats ply between Plantagenet and Casselman, 24 miles up the beautiful Nation River. A town site has been laid out, a wharf erected, and with excellent saline and sulphur waters, the place should be a thriving town before long. A splendid steel bridge with four piers, each 100 feet long, has been erected over the Nation River. The masonry is all blue limestone. The pleasant drives, splendid hotel sites and suitable grounds for golf links will no doubt add to the attractiveness of the village.

From Pendleton to Alfred the road passes through a famous agricultural country.

Alfred village could be seen in the distance. A stop was not made at Caledonia Springs and the train sped on at a rate of over fifty miles an hour.

At Vankleek Hill

At Vankleek Hill the C.A.R. is crossed and at this point the interlocking plant is used, which permits the trains to cross without stopping. The signals are so arranged that accidents are practically impossible. East of St. Eugene, 40 miles from Montreal, the train's speed was 59 miles an hour. All along an air of prosperity was noticeable and new buildings are being erected at many points.

From a tourists standpoint the beauty of the line is all that could be desired. A splendid farming country, finely wooded, with beautiful rivers along the way and picturesque hills, give great delight to the traveller.

A lovely sight

At Rigaud Mountain, with its shrine, the scenery was all that could be desired, but on past Fortune Beach, to Hudson Heights, with Oka mountain in the distance and the beautiful Ottawa lying in between, the scene grew more attractive until St. Anne's was reached at sunset, and all were captivated with the glory of the setting sun. The beautiful sky baffled description, but the creamy tints of the opal tinged with pink, all softly toned, convey a faint idea of the beauty. As the sun sank lower towards the horizon it seemed to grow larger and the rays lighting up the sky tipped the fleecy clouds with light, creating the effect like the white capped waves of the ocean. One could understand Thomas Moore's inspiration of the beauty of the river at St. Annes. Como, Lake of two Mountains and Lake St. Louis are all beautiful sights. From Plantagenet to Montreal the scenery is perfect.

Owing to several unavoidable delays the train did not reach Montreal until about 7.40 o'clock. At points the speed was 60 miles an hour.

Approaching Montreal the automatic normal danger electric block system was observed, and impressed one with the thoroughness of the equipment of the C.P.R.

Fast time to be made

The regular train service on the new line will commence in July. The speed to be obtained can be gauged [sic] from that of yesterday's train.

The distance is 111 miles, and will probably be covered at a speed of between 50 and 60 miles an hour. The road has been built for speed, and Mr.

Tait assured the Journal that the trains will be fast ones. It is expected the run will be made in a little over two hours.

The trip yesterday was thoroughly enjoyable, and the kindness of the officials made it doubly delightful. Refreshments were served on the "Earnescliffe". The return trip to Ottawa was made over the north shore line by the "Soo" train due here at 1 a.m.

20/05/1898 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The road leading to the C.P.R. station is in very bad condition at present.

The C.P.R. has put on another construction train on the short line between Ottawa and Montreal. The company are determined to rush the new line through as rapidly as possible.

21/05/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Work on the Interprovincial Bridge.

The work on the interprovincial bridge is progressing slowly, and there seems to be little prospect that the work will be completed this year or even next. To-day but twenty men were at work on Nepean Point, and the one solitary pier still remains unfinished. On the Hull side piers 4 and 5 have already got the granite foundations laid. The derrick which broke last Thursday has been replaced. The foundations of another pier will be commenced on Monday. To-day the surveyor of the company was at work surveying the cross sections of the bridge.

26/05/1898 Kemptville Advance Montreal and Ottawa

The old railway gravel pit near Russel's grove on the Rideau is being opened again for the new Montreal & Ottawa road.

11/06/1898 Ottawa Citizen Montreal and Ottawa Ottawa

THE NEW LINE

No Longer Anything to Delay Their Entrance.

THE QUESTION DECIDED

The Railway Committee of the Privy Council Took Action To-day.

MANY RAILWAYS NOW

Aree Seeking to Enter by the Canada Atlantic Line at the Canal Basin.

There is now no longer anything to delay the entrance of the Ottawa & New York, and Montreal and Ottawa (C.P.R.) railway into the city over the east side of the canal. An important meeting of the Railway Committee of the Privy Council this morning heard the applications made by the two railways for a settlement of the terms on which they should enjoy the use of the government land leased to the C.A.R. and O., A. & P.S. railway, and also the new union station. The railways were represented by clever legal talent, B. B. Osler and Mr. Christie appearing for the Booth interests; Mr. Lash and Mr. Curle for the Ottawa & New York; Judge Clark and Mr. Tait for the C.P.R. J. R. Booth was also present, as well as Mayor Bingham and City Solicitor Taylor McVeity.

The application of the two new railways was based on a claim to use the land as joint tenants with the C.A.R. and O., A. & P.S.R. Judge Clark, Mr. Lash and Mr. Tait argued their claims at some length, and asked the committee to recognize the principles of their application and then the railways would get to work and settle the details among themselves. Judge Clark also asked that an interim order should be made allowing the two new railways the right to take possession, without prejudice to either party, pending the final settlement of the terms.

Mr. Osler, in his argument, claimed that Mr. Booth's roads should be treated as the primary tenants, who take all the risks of the lease. He said also that it was impossible to fix the terms as it is not yet known what will be the character of the business done. As soon as the applicants get the idea of joint tenancy out of their heads we can get together in a businesslike way and agree upon terms.

Mr. Blair as chairman of the committee announced that the claim of joint tenancy could not be entertained. Mr. Osler added that he hoped it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Judge Clark replied that it was dividends they wanted not dignity.

After considerable cross firing and persuasion on the part, of Mr. Blair, Mr. Osler on behalf of his client stated that the C.A.R. would handle the trains of the two new roads. Mr. Blair him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do but at length \$1,500 per month from each of the two roads was agreed upon. This arrangement is merely temporary and if a less sum is agreed upon the difference will be refunded. An attempt to arrive to a definite settlement will likely be made today while all the railway lawyers are in the city.

C. P. R. MAY ENTER IN A WEEK

TEMPORARY ARRANGEMENTS RESPECTING CENTRAL DEPOT

An intrin [sic] order was granted by the railway committee of the Privy Council this morning allowing the C. P.R. and the New York and Ottawa Railways to come into the city over the tracks and to the depot of the O. A. & P. S. on the canal reserve. The effect of this will be that within a week the trains of the C. P. R. will arrive and leave the Central Depot. The New York line will start their trains on July 1st from the depot.

The other companies each agreed to pay Mr. Booth \$1,500 a month with the understanding that the sum was not to be taken as a basis for negotiations but that it was only a tentative sum that might be either too great or too small.

The companies were ordered to present to the next meeting of the committee their [sic] claims and counterclaims when the matter will then be finally settled if the companies cannot reach an agreement before.

Amongst those present were Hon. Mr. Blair, Hon. Mr. Mulock, Mayor Bingham, City Solicitor McVeity, Mr. Osler. Q.C., Toronto, Mr. Tash, Q.C., Toronto, Mr. W.H. Curle, Mr. John Christie, Mr. Tait and Mr. Hibbard.

During the debate it was stated by Mr. Booth's solicitor that the probabilities were that the new Central station to be erected would cover the need of Ottawa for the next thirty years, allowing for all reasonable growth.

11/06/1898 *Ottawa Citizen**Montreal and Ottawa*

There is no longer anything to delay the entrance of the Ottawa and New York and Montreal and Ottawa (C.P.R.) railway into the city over the east side of the canal. An important meeting of the Railway Committee of the Privy Council this morning heard the applications made by the two railways for a settlement of the terms on which they should enjoy the use of the government land leased to the C.A.R. and O.A. & P.S. railway, and also the new union station. The railways were represented by clever legal talent, B.B. Osler and Mr. Christie appearing for the Booth interests, Mr. Lash and Mr. Currie for the Ottawa & New York; Judge Clark and Mr. Tait for the C.P.R. J.R. Booth was also present, as well as Mayor Bingham and City Solicitor Mr. Veity.

The application by the two new railways was based on a claim to use the land as joint tenants with the C.A.R. and O.A. & P.S.R. Judge Clark, Mr. Lash and Mr. Tait argued their claims at some length, and asked the committee to recognize the principles of their application and then the railways would get to work and settle the details among themselves. Judge Clark also asked that an interim order should be made allowing the two new railways the right to take possession, without prejudice to either party, pending the final settlement of terms.

Mr. Osler, in his argument, claimed that Mr. Booth's roads should be treated as the primary tenants who take all the risks of the lease. He said also that it was impossible to fix the terms as it is not yet known what will be the character of the business done. As soon as the applicants get the idea of joint tenancy out of their heads we can get together in a businesslike way and agree upon terms.

Hon. Mr. Blair as chairman of the committee announced that the claim of joint tenancy could not be entertained. Mr. Osler ?? that it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Judge Clark replied that it was dividends they wanted not dignity.

After considerable cross firing and persuasion on the part of Mr. Blair, Mr. Osler on behalf of his client stated that the C.A.R. would handle the trains of the two new roads. Mr. Blair urged him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do but at length \$700 per month from each of the two roads was agreed upon. This arrangement is merely temporary and if a less sum is agreed upon the difference will be refunded. An attempt to arrive to a definite settlement will likely be made today while all the railway lawyers are in the city.

14/06/1898 *Ottawa Free Press**Montreal and Ottawa*

Construction trains on the Montreal and Ottawa railway are daily hauling ballast for the roadway between Plantagenet station and Hurdman's bridge. The bridge over the Rideau river being completed the road between it and the Central station is ready for rail laying. A great deal of earth will be required to fill up the grade under the pile work, but this will not probably be done this season. The Dominion Bridge company will put on the iron work for the overhead crossing out of the Ottawa East road at the Deep Cut.

The company has not yet finally decided whether it will utilize the C.A. tracks from the Deep Cut to the Central station or build an independent track, but the Central station will be sued for the present. Trains could be run into Ottawa in about a week but the company have decided to run regular trains between the 1st and 15th of July.

17/06/1898 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. would be doing a right and proper thing if they built a sidewalk to the depot.

17/06/1898 *Eastern Ontario Review**Montreal and Ottawa**Ottawa*

The C.P.R. short line has been granted running privileges into the Central station at Ottawa. The C.P.R. will enter on the C.A.R. tracks

24/06/1898 *Ottawa Journal**Montreal and Ottawa*

Tracklaying on the Montreal and Ottawa Railway, the new CPR short line, was completed this week. All that remains to be done now is to make the connection with the Canada Atlantic Railway tracks and to complete ballasting.

Two hundred and fifty car loads of ballast are being deposited on this line every day. The ballasting will be completed next month. The bridge across the Rideau is completed and is being painted. All the stations along the line are ready for occupancy. Regular trains will be running next month.

27/06/1898 *Ottawa Free Press**Montreal and Ottawa*

Workmen are engaged putting on the overhead crossing of Ann Street, Ottawa East, at the head of the Deep Cut for the Montreal and Ottawa railway.

The rails are now being laid up to this point and the ballasting, which is now going on over the whole road will be completed in about a month.

The stations along the line are completed and are station and dwelling houses combined, so that agents will reside in the spot. Everything will be ready to allow trains to commence running regularly in less than a month.

01/07/1898 *Eastern Ontario Review**Montreal and Ottawa*

The track laying on the new C.P.R. short line is finished. All that now remains to be done is to make the connection into Ottawa with the C.A.R. and complete the ballasting/Two hundred and fifty carloads of ballasting is being put on the road every day.

The new C.P.R. short line has been abliged to build an overhead bridge at Ann street Ottawa.

08/07/1898 *Eastern Ontario Review**Montreal and Ottawa*

We learn that representatives of the C.P.R. are coming to look over the road to the proposed pulp mill with the view of making arrangements whereby they may be able to reach the mill.

08/07/1898 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Messrs Tait, H.B. Spencer, C/W/ Spencer, Morrow and other C.P.R. officials went through here yesterday from Montreal to Ottawa on the C.P.R. Short line. They were on a tour of inspection. Several of the party drove from Point Fortune to Hawkesbury and Vankleek Hill.

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There is very strong reason for believing that the C.P.R. company are seriously considering the early construction of a branch from Point Fortune to Hawkesbury.

WILL OPEN IN TWO WEEKS

LATEST ANNOUNCEMENT ABOUT THE C.P.R. SHORT LINE

The C.P.R. officials had another inspection trip over the new C.P.R. short line to Montreal yesterday, and it is announced that within about two weeks the new line will be opened. Yesterday's inspection party consisted of Messrs. Thos. Tait, general manager C.W. Spencer, general superintendent; H.B. Spencer, superintendent of the Eastern Division; Johnson Elliott, master mechanics of the Eastern Division; F.P. Brady, superintendent at Smith's Falls; R. W. Leonard, construction engineer, and Mr. J. Cullin. The trip was most satisfactory to Mr. Tait. Mr. Tait left for Montreal; this morning

09/07/1898 *Ottawa Journal**Montreal and Ottawa*

The finishing touches were being put upon the new CPR railway bridge across the Rideau yesterday. The painters have been engaged for some time upon it and yesterday completed the work. All along the uncompleted line are scenes of great activity. Ballast trains run back and forth with train loads of gravel and hundreds of men are engaged in distributing it. The ballasting beyond the Rideau will be completed in a few days. The work on the trestle near Deep Cut was also completed yesterday and track laying will begin immediately. This section is the last part of the new line to require track laying but it is understood the work will be rushed to completion. The CPR will probably build a large round house near the Deep Cut in a place near their new line.

11/07/1898 *Ottawa Citizen**Montreal and Ottawa*

Mr. Thomas Tait, manager of the eastern lines, C.P.R., Mr. C.E.E. Usher, general passenger agent; and Mr. C.W. Spencer, general superintendent, have returned from a trip of inspection over the new Ottawa short line. They were well pleased with the progress and character of the work. Mr. Tait reports that the stations are completed and as soon as some more ballasting is done the new road will be opened to traffic. The track, which has been most carefully laid, is composed of from 73 to 75 pound rails and the general equipment of the entire line will be perfect in every respect. The exact distance from Windsor station, Montreal, over the new line to the terminus in the capital city of the Dominion will be 111 1-2 miles and the time from city to city will be a good deal less than by the main line of the Canadian Pacific on the north side of the Ottawa.

13/07/1898 *Ottawa Free Press**Montreal and Ottawa*

The rails for the new C.P.R. short line are much heavier than the ordinary rail, and the entire road is being built for speed. The management confidently expect to reduce the time to Montreal to two hours, but will start at two hours and a half. The line will be equipped with five new cars.

13/07/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Work on the Interprovincial bridge is proceeding rapidly. The laborious work of cutting down Nepean Point is making satisfactory progress, and a start will be made next week on the trestle work, along Major's Hill park.

NEPEAN POINT BRIDGE BONUS

DISCUSSED BY THE FINANCE COMMITTEE

Council Will be Asked to Take no Action Regarding the Bonus for Sometime

The finance committee decided last night to recommend that the city council postpone any action regarding the forfeiture of the bonus granted the Interprovincial Bridge Company, Mr. A. Ferguson. Mr. W.D. Harris. Mr.G. C.Dunn, chief engineer, and ex-Mayor McDougall appeared in the interests of the bridge company. Chairman Cluff. Ald. Hastey. Black, Roger, Poulln. Enright R. J. Davidson. Lapointe, City Solicitor McVeity- and Mayor Bingham were present.

Mr. Ferguson, Q. C. addressed the committee on behalf of the bridge company. He explained that the reason for his coming to the meeting was that Ald; Cluff had Introduced a resolution in the city council, asserting that the bridge company had not fulfilled its agreement with the city and recommending that the city oppose the payment of the \$150,000 bonus. Mr. Ferguson then gave his interpretation of the city's agreement with the bridge company. He contended that when the bridge company gathered material and had done construction work to the extent of \$50,000 before March 15th. 1898, then the company was entitled to the. bonus of \$150,000. The \$50,000 expenditure included not only actual work, but also the material gathered. He quoted City Engineer Surtees ;as estimating that \$25,400 worth of actual work had been done upon the construction up to March 15th. and that material to the value of \$33,898 was on the ground. In order, to do any construction work the company had to bring the material upon the ground. Mr. Ferguson contended that in computing the value of the work performed the value of the material should be included. After making his position clear upon this point Mr. Ferguson proceeded to deal with the question of charging tolls on he new bridge.

The Question of Tolls.

Mr. Ferguson recalled the circumstances under which the by-law was drawn up, and submitted to the people. In 1894 the bridge bonus question came before the finance committee and they prepared a report recommending that it the bonus was granted the bridge company that pedestrians, vehicles and electric cars should be allowed to use the bridge without paying tolls. When the agreement was signed a stipulation was made that the bridge company could charge such tolls to electric railway companies as the city approved of. Upon the authority of this Mr. Ferguson said, the company intended to charge toll to electric railway companies. Mr. Ferguson stated that the bridge as proposed is not exclusively a railway bridge, but will be used for general traffic.Because of the extra expense necessary to make the bridge fit for general traffic, Mr. Ferguson .said that charging toll to the electric companies would be the only source from which to derive money for the payment of interest on the expenditure.. He also pointed out that the contract stimulates that the bridge company can charge railroads that use the bridge but there must be no discrimination. Then he pointed out that both the Ottawa and Hull electric railway companies do freight hauling tor the railroad companies, so that they are not purely street railway companies, but are competitors with the railways, and to allow them free passage over the bridge would be unfairly discriminating against other railway companies

Misstatements Charged.

Mr. Ferguson. in dealing with the resolution prepared by Ald. Cluff. stated ttiajt it contained misstatements. Ald. Cluff objected to this statement and declared he was not in the habit of making misstatements. The matter was satisfactorily arranged when Mr. Ferguson explained that he meant that the company's contract was not rightly interpreted.

City Solicitor McVeity also spoke regarding the contract and said he interpreted it to mean that the \$50,000 expenditure must be in the actual construction of the bridge and not in the value of the materials gathered at the base of work. Referring to the question of tolls Mr. McVeity held that the tram cars should be allowed free use of the bridge and that the tram company should lay its own tracks. In the event of two companies using the tracks the bridge company would have the right to fix the terms upon which the companies could use the tracks. The cars should be free he said.

Mr. McVeity pointed ont that the question of the interpretation of the contract was one for the courts to deal with, and Ald. Roger remarked "It is evident there is room for a fight."

Mr. W. Dale Harris, formerly chief engineer for the P. & P. J. company stated that when the agreement was drawn up that the bridge company understood it could charge toll for electric cars.

Ald. duff's Purpose.

Cluff stated that he introduced his motion into the council because the bridge company had opposed the Bank street bridge scheme; and also to make sure that the work on the interprovincial bridge at Nepean Point would be carried out The delegation left and the -committee decided to recommend to council that no action be taken at present Aid. Cuff intimated that no money would be paid to the company until the completion of the bridge.

FIRST TRAINS ON MONDAY

OPENING OF THE NEW C P.R. SHORT LLINE

The line Is Almost Completed and Is Ready for PassengerTraffic

The Montreal and Ottawa railway the new C.P.R. short line will be opened on Monday for passenger traffic. The Line has been placed in Mr. H.B. Spencer's division and Mr. Spencer will superintend the running of all trains. For the present the trains will not be run at a very fast rate, as the finishing touches to the grading; have yet to be put on. When the grading is completed. and that will be within a few weeks, a fast train service wll) be given.

The time of the departure- of the first train has not been decided upon, but will be announced to-morrow. The Journal published an exclusivedescription of the new line a few; weeks ago. The new line has been opened a few weeks earlier than was expected..

Road is not yet sufficiently ballasted. H.B. Spencer stated to-day that it will be about August 15th before the first train will run.

Montreal 16th. Mr. C.W. Spencer, general manager of the C.P.R. stated today that the new Ottawa-Montreal line will be handed over to the operating department on Monday, but regular trains will not commence running until the 25th of the month or possibly later.

Same wording in Ottawa Free Press 16 July.

WORK ON THE NEW BRIDGE

Work on the new Interprovincial bridge is progressing favorably and a large staff of men are engaged on the stone and masonry work. Speaking to The Citizen, Mr. P.W. Resseman stated that the company means business, and intends to push the work to completion. He states that there is no doubt that the structure will be finished within the specified time.

Mr. H.B. Spencer has stated that the C.P.R. short line will not open for traffic until about August 15th.This is a disappointment to many persons in the Hill. The operating department took charge of the road on Monday last.

29/07/1898 Eastern Ontario Review Montreal and Ottawa Ottawa

Magistrate O'Gara fined a workman on the C.P.R. short line at Ottawa for working on Sunday. An appeal to a higher court has been entered.

30/07/1898 Ottawa Free Press Montreal and Ottawa

The first train over the Montreal and Ottawa railway left Montreal this morning about half past nine, but it is not know when it will arrive in Ottawa. On board were General Superintendent C.W. Spencer, Supt. H.B. Spencer and other officials of the company. The train will run over the M. & O. tracks to Hurdman's bridge where it will take the St. L. & O. track at the new junction put in by the Montreal and Ottawa company the Chaudiere junction, and run into the Union depot. As it is a trip of inspection and not a time test, it will likely not be a very fast run.

05/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

FOUND A HEAVY ANCHOR

While digging in the Ottawa river the employees of the Interprovincial Bridge discovered a 500 pound anchor under fifteen feet of mud. A few minutes after this the employees dug out what is supposed to be an old barge. The derrick employed was not strong enough to raise the barge, but this will be accomplished later on. The anchor is very rusty and is supposed to have been in the river many years. Also in the Almonte Gazette verbatim 19 August 1898

05/08/1898 Eastern Ontario Review Montreal and Ottawa

Mr. H.B. Spencer and Mr. C.W. Spencer went over the new C.P.R. short line on Saturday to Ottawa. Thetrain ran over the M. & O. tracks at Ottawa and then took the old St. Lawrence and Ottawa track to Chaudiere Junction and from there on to Union Station. The road will be opened officially in two weeks

10/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge acetyl

Work on the Hull end of the Interprovincial Bridge is now being pushed by the contractors day and night. In order to facilitate the work of the night shift the Holland acetylene gas generators and gas lanterns have been adopted. Each lantern gives a 50 candle power light and the workmen are very much pleased with the effect. Four of the gas lanterns light the caisson brilliantly giving 200 candle power at a cost of less than four cents per hour.

11/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Work on the Interprovincial bridge is going on quietly. A few men have been laid off until the right of way along the side of Major Hill Park has been decided. If they are not allowed to cut the road along the park they will build a trestle along the cliff. Work was commenced yesterday on the fourth pier, and as soon as the park difficulty is settled the work will go on more rapidly.

11/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

THE INTERPROVINCIAL BRIDGE

Work on the Interprovincial bridge is going; on quietly. A few men have been laid off till the right or way along the side of Major Hill park has been, decided. If they are not allowed to cut the road along the park they will build a trestle along the cliff. Work was commenced yestewrday on the fourth pier, and, as soon as the park difficulty is settled the work will, go on more rapidly..

11/08/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Stone for the piers on the Hull side of the Interprovincial bridge is being brought in by the O.A. & P.S. railway from Douglas.

12/08/1898 Eastern Ontario Review Montreal and Ottawa Ottawa

The Ottawa papers announce that the C.P.R. are about to purchase land and erect a new station for their own use in that city. The company are after property near the present C.A.R. station.

12/08/1898 Eastern Ontario Review Montreal and Ottawa

It is now expected that the regular train service on the Montreal and Ottawa road will commence about the 25th or earlier.

12/08/1898 Ottawa Free Press Montreal and Ottawa Leonard

Last night part of a train of flat cars engaged in ballasting the Montreal and Ottawa railroad was derailed near Leonard, 12 miles from the city. Some miscreant had placed a plank across the track and piled some stones upon it.--

12/08/1898 Eastern Ontario Review Montreal and Ottawa Plantagenet

The M. & O. railway is having difficulty with some of the residents in the vicinity of Plantagenet about encroachments on the Nation river. A government engineer will be asked to investigate the alleged cause of the complaint.

19/08/1898 Eastern Ontario Review Montreal and Ottawa Leonard

A C.P.R. construction engine broke part of its driving rod while running on the C.P.R. short line near leonard. The engine was not derailed nor were the cars thrown from the track. No person was hurt.

Some rascal attemped to derail a train on the C.P.R. short line near leonard on Friday night last (12/8). The train was derailed but because it was running slowly no one was hurt.

23/08/1898 Ottawa Journal Montreal and Ottawa

The Montreal and Ottawa Railway, the new CPR short line between the Capital and the metropolis of Canada will be opened for traffic on Sept. 4th. The train service will be announced later.

As announced yesterday, the M&O will be able to enter Central Depot on and after 28th inst.

24/08/1898 Ottawa Citizen Montreal and Ottawa

The Montreal and Ottawa Railway is being inspected today. The party left Ottawa at eleven o'clock and will go over the line as far as Vaudreuil where it joins the Ottawa and Quebec section. Messrs. C.W. Spencer, general superintendent; D. McPherson, division engineer; H.B. Spencer, divisional superintendent; J.B. Elliott and E. Leonard, superintendent of construction, accompanied the party. It is expected that regular train service will be operated by the 5th of September.

24/08/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The last pier for the bridge across the Ottawa river to Nepean Point was sunk yesterday.

Messrs. Thos. Tail, general manager of the C.P.R., C.W. Spencer, General superintendent, H.B. Spencer, division superintendent, D. McPherson, division superintendent, J. Elliott, master mechanic, R.W. Leonard, manager of construction, and Government Inspector Johnson, made the inspection trip over the new line of the Ottawa and Montreal Railway, arriving home last evening on express No. 7. The new line between Ottawa and Plantagenet was gone over and everything found to be in a satisfactory condition. The rails are of 73 and 80 pound steel and the road well ballasted. The inspection train was run over some parts of the road at the rate of 65 miles per hour. The line is equipped with McPherson safety switches and frogs and all the modern improvements. The road will open on September 5th.

The road runs through one of the finest farming portions of Eastern Ontario. The county of Russell has never before had the railway accommodation it was entitled to and the new road will be largely patronized by the people in that locality.

The portion of line inspected was particularly that between Ottawa and Alfred, a distance of 42 miles. The other sections of line had been previously completed, and gone over.

After leaving Alfred, where the inspection work finished, head was given to the locomotive, and between there and Montreal an average speed of 64 miles per hour was attained.

It is expected that connection will be made at the Ottawa end into the Central station by the end of the week.

The completion of the link between Ottawa and Alfred puts the whole line in working condition, and regular passenger service will commence on September 5th. Two trains a day will be put on between Montreal and Ottawa; from Montreal trains will leave at 9.45 a.m. and at 12.45 p.m., and from Ottawa at 8.15 a.m. and 3.50 p.m. each day.

The timetable, however, may be altered in the near future.

26/08/1898 *Ottawa Journal**Montreal and Ottawa*

First train out of Ottawa will leave at 8 a.m. on Sept. 8th [sic]

Note Monday fell on September 5

The first train out of Ottawa on the Montreal and Ottawa line will leave the Central Depot at 8.15 a.m. on Monday September 5th[sic]. The first train to arrive over the line will enter the Central Depot at 12.45 noon.

The line is the shortest between Ottawa and Montreal. It is one of the best in Canada and has been equipped throughout in the most modern way.

Only the best steel rails have been used, special attention has been given to the ballasting and the stations along the line are well built neat buildings. The line will be included in the division of which Mr. H.B. Spencer of Ottawa is Superintendent.

The opening of the new line will necessitate a change in two of the Montreal-Ottawa trains now running on the North Shore line. The trains which arrive from Montreal at 1 a.m. and which leave Ottawa at 3.45 p.m. for Montreal have been taken off and the trains on the new short line will take their place.

The trains,

The times of the running of the trains on the new line have been arranged as follows.

M&O Line

Eastbound

Local express leave Ottawa 8.15 a.m. arrive Montreal 11.45 a.m.

Through fast express leave Ottawa 3.50 p.m. arrive Montreal 6.45 p.m.

Express leave Pt. Fortune 7.00 a.m. arrive Montreal 8.45 a.m.

Express leave Rigaud 8.05 a.m. arrive Montreal 9.35 a.m.

Mixed express leave Plantagenet 2.30 p.m. arrive Vaudreuil 5.50 p.m.

Mixed express leave Ottawa 5.00 p.m. arrive Plantagenet 7.05 p.m.

Westbound

Through fast express leave Montreal 9.45 a.m. arrive Ottawa 12.45 p.m.

Local express leave Vaudreuil 5.10 p.m. arrive Ottawa 7.45 p.m.

Leave Montreal 5.15 p.m. Pt. Fortune 6.55 p.m.

Leave Montreal 6.15 p.m. Rigaud 7.40 p.m.

Leave Vaudreuil 10.55 a.m. Plantagenet 2.05 p.m.

Leave Plantagenet 7.00 Ottawa 9.15 a.m.

All the abovementioned trains will run daily except Sunday. A Sunday train between Montreal and Plantagenet will make a return trip every Sunday morning. The fast train from Ottawa will make the distance to Montreal in two hours and fifty-five minutes.

The despatchers who will look after the despatching of the trains are Messrs. F.M. Spaidal, chief; J.F. Cole; J.L. Bond; R.W. McCormack; W.R. Fowler and F. Dillinger.

02/09/1898 *Eastern Ontario Review**Montreal and Ottawa*

The first train out of Ottawa on the M. & O. line will leave the Central depot at 8.15 a.m. on Monday, Sept. 5th. The first train to arrive over the line will enter the Central depot at 12.45 noon.

03/09/1898 *Ottawa Journal**Montreal and Ottawa*

FIRST TRAIN ON MONDAY

EVERYTHING READY FOR OPENING OF THE M. & O.R.Y

The C.P.R. new short line between Ottawa and Montreal will be in full operation Monday.

All trains will start from the Central station, Canal Basin. The several trains which will leave Ottawa daily for Montreal will give excellent service; and make the trip in fast time. The first train leaves Ottawa at 8.15 a.m. arriving in Montreal at 11.45 a.m. The afternoon train leaves at 3.50, and gets to Montreal at 6.45 p.m. The train for Plantagenet leaves Ottawa at 5 p.m.

A train will leave Montreal at 9.45 a.m., arriving in Ottawa at 12.45 p.m. Another will leave Montreal at 4.15 p.m., and arrive in Ottawa at 7.45 p.m. Another local train will arrive in Ottawa at 9.15 p.m.

This time table will be in force for the present, but will shortly be changed and much faster time will be made.

The train which leaves the Union Station at 3.50 p.m. will be discontinued after Monday. The 3.50 p.m. train leaving the Central Depot will meet the New England, Maritime Province and New York connections.

06/09/1898 *Ottawa Citizen**Montreal and Ottawa*

The first regular train over the new short line to Montreal ran yesterday, carrying a large number of passengers. The engine which hauled the first train was No. 379 with M. Corrigan as engineer and D. Louth was the conductor. This train left at 8.15 a.m. The other trains which covered the road for the first day were pulled by locomotive No. 275 with Mills Foster for driver and locomotive No. 381 driven by Charlie Theberge. These trains left the city at 3.50 p.m. and 5 p.m. respectively.

By special arrangement with the C.A.R. these engines and all others connected with the manipulating of the traffic will be installed in the roundhouse at Ottawa East.

The new line is a credit to the contractors, and a tribute to the progressiveness of Canada's greatest railway.

The first regular CPR to leave the Central Depot Ottawa pulled out yesterday morning at 8.15 o'clock. Considerable interest was taken in the event by a large number of people who assembled at the station before the train's departure. Quite a large number were on board and journey over the new line.

Mr. H.B. Spencer, superintendent of the line took the trip. Conductor Younger and Engineer Corrigan had charge of the train. It consisted of the regulation express, baggage and passenger coaches.

The first train arrived at 12.45 noon. Mr. C.W. Spencer, General Superintendent, accompanied by Mrs. C.W. Spencer came in on this train. Quite a number of others were on board, among them many Montrealers who wanted to see the new line.

The afternoon train, the fast express leaving at 6.50 o'clock was also well patronized. The 5 o'clock train to Plantagenet was also well-filled.

The splendid road-way solidly ballasted, heavily railed and almost free from grades or curves enabled remarkable time to be made by the through express trains yesterday, and it was evident that the expectation of getting through to Montreal in extremely fast time next year would be amply fulfilled. There is no finer piece of railway in the Dominion. All the CPR men were highly pleased by the showing yesterday.

08/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

THE SAME CONTRACTORS -

Sooy & Smith of the Cornwall: Bridge are Also Contractors for the Interprovincial

Sooy and Smith, of New York, the contractors who built the sub-structure of the Cornwall bridge which collapsed on Tuesday last have the contract for the Interprovincial bridge here. Part of the contract of the Interprovincial bridge was sublet to Messrs. Brodeur and McNaughton. The work in deep water and on the Hull side is being done by Sooy and Smith under the supervision of Mr. G. Adgate. The work on the Interprovincial bridge is examined by experts at every stage and is claimed to be the best work ever done by those contractors.

09/09/1898 *Eastern Ontario Review**Montreal and Ottawa*

The new C.P.R short line between Ottawa and Montreal is now in running order. Trains ran through on Monday morning last. The service between Vankleek Hill and Montreal is not as good as it formerly was. The morning train leaves Ottawa every day except Sunday at 8.15 a.m., Plantagenet, 9.16, Alfred 9.25, Caledonia Springs 9.34, McAlpines 9.43, Vankleek Hill 9.48, Stardale 9.54, St. Eugene 10.04 arriving in Montreal at 11.45 a.m. The afternoon train leaves Ottawa at 3.50; Plantagenet at 4.49; Caledonia Springs 5.02 Vankleek Hill 5.13 and arrives at Montreal at 6.45. It does not stop at Alfred, McAlpines, Stardale or St. Eugene. The morning train west leaves Montreal at 9.45 a.m.; Vaudreuil 10.25, Vankleek Hill 11.22, Caledonia Sptings, 11.33; Plantagenet 11.47, arriving in Ottawa at 12.45 p.m. This train does not stop at the smaller stations. A mixed leaves St. Eugene for Plantagenet at 12.18; Vankleek Hill 12.55; McAlpines, 1.05 and arrives at Plantagenet at 2.05. A mixed train runs to Ottawa in the afternoon. it passes St. Eugene at 5.55, Stardale 6.04; Vankleek Hill 6.11; McAlpines, 6.15; Caledonia Springs, 7.25; [sic] Alfred 6.33; Plantagenet, 6.42; arriving in Ottawa at 7.45 p.m. There is no Sunday train between Montreal and Ottawa. The Sunday train runs as far as Plantagenet.

14/09/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

The government's intention to test the remaining piers of the Ottawa & New York bridge at Cornwall by drilling sounds well. It would be in order subsequently to require a test of the piers of the Nepean bridge in the Ottawa river. The piers at Cornwall are described as knife-blade style - they are one hundred feet high and sixteen feet wide at base. The piers at Ottawa are of much the same dimensions.

Newspaper day on the CPR

Montreal and Ottawa reporters go over short line.

New property of the company under journalistic eye - something about the new Hotel Viger in Montreal

The new short line of the Canadian Pacific Railway from Ottawa to Montreal was yesterday "passed upon" by the newspapermen of the capital and the metropolis.

The Moguls of the company had been over the road before it was opened to the public on September 5, and had decided they were the owners of a piece of property upon which they might safely ask the criticism of the newspapers.

So it was arranged that each of the principal papers of Montreal and Ottawa should be requested to allow a representative to become the guest of the company and take a trip over the new line.

The run was made yesterday in a Pullman car attached to the regular morning train from Montreal. The train leaves there at 9.45 and reaches Ottawa at 12.45.

When the party arrived at the Windsor Street station, Mr. C.E. Usher, general passenger agent of the C.P.R. was on hand with cabs and a hatful of pleasantness, and took them to the Place Viger Hotel, the new hostelry the CPR has built on Craig Street, near St. Denis, in conjunction with the new CPR East End depot. This hotel, which is intended as a rival (or better) of the swell Windsor Hotel was opened about two weeks ago.

At the Place Viger breakfast was served.

The Hotel Viger

Full description omitted

The Railway Station

The railway offices occupy half of the ground floor, on the side next Lacroix Street. The ticket department is laid out with all the ornateness that modern railway ideas could suggest. The rotunda is not as large as that at the Windsor Street station, but the trappings quite as up to date. The baggage room to the left of the ticket office is unusually roomy.

Further details omitted

The Hotel

Details omitted

The trip.

When the train left Windsor Street depot it had on board representatives of the Star, Herald, Gazette, Witness, La Presse, Le Monde, Le Minerve, La Patrie of Montreal and the Free Press, Le Temps, The Journal of Ottawa. Mr. Usher and Mr. Lalande, travelling passenger agent, were along to show off the fine points of the road. As far as a description of the road is concerned that is not necessary here. When the road was inspected by the company a month or so ago, a Journal man was along and wrote up the country through which the line passes.

A few words are however in order so far as the road bed is concerned. Since the company's inspection the ballasting has been completed.

Yesterday the train ran delightfully smoothly. Though the trip, 112 miles was made in three hours, a time of about 38 miles per hour, including stops, there was practically no jarring, even on the rear car where the newspapermen were. The 72 lb. rails and the careful way the road was built, with a view to a 2 1/4 hour service next spring. Officials of the company made a special run to Ottawa one day last week in two hours and a quarter. They say the train "ran like a bird."

The party, on arrival at Ottawa, were taken to the Russell House where luncheon was served. Afterwards, Mr. J.E. Parker, city ticket agent, assumed charge and took "the boys" as he called them, over the city on the electric cars. Those who had not been to this handsome town of ours seemed to be much struck with the beauties on every hand, and at the go aheadness apparent.

At 3.50 the Montreal men, accompanied by Mr. Usher took the train back to the metropolis. Mr. H.B. Spencer, superintendent of the line was at the station to see them off.

The outing was a pleasant one.

The train crew on the up trip was an all Ottawa one. It consisted of Conductor Alex. Younger; Baggage man W. Perry; Brakeman E. Yale; Engineer C. Theberge; Fireman C. Carrouth. Porter W.H. Post of Ottawa was in charge of the special parlour car.

As a fitting climax to the inauguration ceremonies in connection with the new Ottawa and Montreal short line, the officials of the road introduced a party of Montreal and Ottawa newspaper men to it, at the same time making it an occasion which will remain green in the memory of the scribes for many days to come. Incidentally, of course, the many advantages of the Capital were impressed upon the less fortunate of the party who are by misfortune compelled to reside in the metropolis. This was done with the assistance of the Ottawa Street Railway Company, with whom arrangements had previously been made for a private car. It met the unsophisticated Montreal journalists at the depot, and the Ottawa men immediately let themselves loose in the way of praising their burg.

The car travelled over the many streets, and it is safe to say the many marvelous things presented to the Montreal gentlemen will be long remembered.

The Ottawa contingent was along more for the purpose of explaining the many beauties of this city than anything else, and this they did as only newspaper men can. In order that the strangers might not get lost in the highways and byways of the Capital, the representatives of the Journal, Free Press, Le Temps and The Citizen agreed to go down and chaperone them as it were. A sleeper was side tracked at the Union station Tuesday evening and during the small hours of the morning the local men stole in and went to sleep. At eight o'clock they were awakened in the Windsor depot, Montreal and, accompanied by Mr. C.E.E. Usher, the general passenger agent of the C.P.R., repaired to the palatial Place Viger Hotel where breakfast was partaken of.

On the "inner man" being satisfied, the party journeyed back to the Windsor street station and the return trip was begun. The beautiful view of the Lake of the Two Mountains, Caledonia Springs, etc., were all enjoyed and everyone expressed themselves as more than satisfied with the new line connecting Canada's two great cities.

The short line has already been "written up" in the Citizen and all residents of the Capital are sufficiently familiar with it. Suffice it to say that now Montrealers have so quick a service to the Capital it is to be hoped they will appreciate it.

DIVERS HERE TO TEST THE BRIDGE

THEY ARRIVED THIS MORNING FROM NEW YORK

Thirteen men working in the Interprovincial bridge were dismissed this morning.

Three divers from New York arrived this morning and put up in Hull boarding houses. They are to work on the testing of the concrete piers of the bridge. The big diamond drill to be used in the test has also arrived.

The C.P.R. company are building a very fine residence for section man Farrell. It is at the side of the track near the station.

The C.P.R. company have put in a second tank and stand pipe at the station here. The company now has an abundant supply of water here.

A very nice job has been made of repairing a portion of the road leading to the C.P.R. station. Graveling and grading has caused the improvement.

INTERPROVINCIAL BRIDGE WORK

The casing on pier No. 2 of the interprovincial bridge has been completed this week. This pier is in 72 feet of water. All the pier work will be finished in December. The approaches on the Hull side have been started and the work is being rapidly pushed.

30/09/1898 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. company have greatly enlarged their platform at the depot here, It is now much more convenient

14/10/1898 *Eastern Ontario Review**Montreal and Ottawa*

One of the finest sleeping cars in America has been placed on the C.P.R. short line between Ottawa and Montreal and is connected with the afternoon train. The sleeper is lighted with electric lights, has two state rooms, a smoking room and eight sections.

28/10/1898 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

A very heavy train, loaded with passengers, went through here to Ottawa on Monday morning. There were two baggage cars. On board was an opera company on their way to Ottawa.

07/11/1898 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

WORKSTOPPED ON PIER NO. 2

OWING TO DECISION OF CHIEF ENGINEER SCHREIBER

A Question of Copper [sic] Dams Progress on Provincial Bridge

Work on pier No. 2 of the Interprovincial Bridge has been suspended going to a decision of the chief engineer of the department of railways and canals, regarding the placing of concrete in the bottom of the piers.

Mr. Schreiber, chief engineer of the department, says he did not stop the work, but told the bridge company that if they did not comply with certain requirements of the department respecting the putting in of concrete he would not pass the bridge when completed. It was necessary, he said that he should be able to inspect the concrete after it had set and with the copper dam in use he would not be able to do this as the concrete would be covered with water. This precaution, he said was necessary owing to the height of this pier which is higher than most bridge piers, and also owing to the late accident at Cornwall having been caused through the concrete not having been properly "set." So far everything in connection with the construction of the bridge had been satisfactory to the department.

Mr. H. J. Beemer, president of the Bridge Company, says they have taken every precaution, and will continue to do so. They are anxious to build everything with the approval of the department.

The matter is now under consideration.

07/11/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The work on the pedestals of the Interprovincial Bridge piers on the Hull side is about completed and will be finished by the end of the month.

Work on the piers has been suspended for a day or so on account of the foreman Adgate having to leave the city.

08/11/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

INTERPROVINCIAL PIERS. Forty or fifty small concrete piers are now building on the low lands in Hull for the approach of the Interprovincial bridge. A new pier of the same dimensions as No. 6 will be built by Mr. Beemer in shallow water on the north shore. This pier is not shown on the plans, and is not included in the contract.

10/11/1898 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

Work on the Interprovincial bridge has been resumed. Mr. Beemer today denied that the work on pier No. 2 had been shut down by the government on account of defective concrete. Pier No. 2 is the most extensive work of its class in Canada and is built 76 feet below the surface of the water. About 25 feet of concrete has been placed in the pier and it is of such immense dimensions it was thought advisable to cease work in order to give the material a chance to set. It was also proposed by Mr. Schreiber that the coffer dam should be pumped out and the remaining 50 feet of pier built on a dry surface. Some time will elapse before this can be done. In the meantime, Mr. Beemer says, everything is turning out satisfactory to the government and the bridge company are fulfilling their contract according to the specifications. No fault has been found by either the government inspector or the company's man. The coping for pier No. 4 has arrived and will be placed by next week.

18/11/1898 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The morning train on the C.P.R. left Montreal on Wednesday ast 10 minutes late and arrived here 3 minutes ahead of time. The 57 miles was covered in 62 minutes and stops were made at Montreal Junction and Vaudeuil. This waas running at a rate of over a mile a minute.

18/11/1898 *Eastern Ontario Review**Montreal and Ottawa*

A new time table went into effect on C.P.R. here on Monday last. The train from Montreal to Ottawa will pass here about 11.10 instead of 11.22 as formerly. The afternoon train from Ottawa to Montreal will in future stop only at Vankleek Hill and Vaudeuil. The morning now does not stop between here and Ottawa.

01/12/1898 *The Equity, Shawville**Montreal and Ottawa**Interprovincial Bridge*

The sixth pier of the Interprovincial Bridge was commenced today. Work has also been commenced on the large abutment to pier one at Nepean Point. This is for the purpose of holding the span. The work on the approaches on the Hull side is being rapidly carried to completion.

02/12/1898 *Eastern Ontario Review**Montreal and Ottawa*

From Vankleek Hill to Ottawa in 60 minutes - that is the time a special train with Lord Strathcona and Mount Royal on board made on Friday last. The time from Montreal to Ottawa was 2 hours and 12 minutes. The train left Windsor station at 12.38½ p.m., arriving in Ottawa at the Central station at 2.51 p.m. covering the distance, 111 miles, in two hours, twelve and one-half minutes. This includes the five minutes taken up to starting and slowing down as well as the taking of water at Vankleek Hill.

07/12/1898 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

About the time of the Cornwall bridge collapse, and when the concrete work of this deep pier of the Interprovincial bridge had reached a height of 25 feet from the bottom, or within 50 feet of the surface, the chief engineer of railways and canals directed that work on it should be discontinued until the structural quality of the concrete already laid had been tested. And to enable this to be done, it was proposed that the crib-work should be pumped out. Now the crib, while it could probably be rendered water-tight for the purpose, would, if pumped out, collapse to a certainty, from the pressure of water outside. Thus the contractors found themselves confronted with a serious problem, and pending its solution, have stopped work on the pier altogether.

Cores taken out with a diamond drill show the concrete work of the other water piers, constructel in the same way, to be properly set, the material having formed a perfect bond throughout. Neither is there any question as to the stability of the foundation upon which the deep pier is laid; it being solid rock, carefully levelled off. So that the conditions are altogether dissimilar to those obtaining in connection with the Cornwall bridge. The contractors are probably living in hope therefore that some test more feasible of application than that of pumping out the crib work will be assented to by the chief engineer, his object being solely to ascertain, in the public interest, the character of the work. If not, of course they will have to comply. But it will mean that a second crib-work must be built and sunk around the present one, and the space between the two filled in solidly with concrete a pretty expensive and slow-going job.

07/12/1898 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

Construction work on the Interprovincial Bridge is, for the present, practically confined to excavating for the shore pier on the hull side, the mason work of which will be proceeded with during the winter.

Of the five water piers four have been complete. Operations on the fifth have been suspended pending completion of some arrangement with the chief engineer of the Railways and Canals Department for testing the work already done upon it. More.

Cornwall collapse, diamond drilling, so far well executed.

19/12/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

At the Interprovincial bridge work is going on steadily. On the Ontario side of the river about 100 yards of stone for use on the piers have been cut. Excavating for the pedestals is being pushed forward. On the Hull side pier No. 6 is being erected. Preparations for placing the concrete are being made. The pier will be 31 feet long and 13 feet wide at the base, tapering to a width of 8 feet at the top. When the ice on the river is sufficiently strong the work of drawing stone from Nepean Point to the Hull side of the river will be commenced. This stone will be used for building a large protection wall for pier No. 6. The stone at the Point has been found to be exceptionally good for building purposes.

24/12/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Pier No. 6 on the Hull side of the Interprovincial bridge will be ready for concreting next week. The frosty weather has had no effect on the work. Steam pumps are working night and day in order to keep down the water. On the Ottawa side excavating continues.

27/12/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Petition to save the appearance of Major's Hill park.

29/12/1898 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

The pumps for draining the water from the excavation made for pier No. 6 on the Hull side of the Interprovincial bridge will be kept working day and night until the pier is completed.

07/01/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

The concrete for pier No. 67 [sic] on the Hull side of the Interprovincial bridge will be ready tomorrow. Excavating on the Ontario side continues.

13/01/1899 Almonte Gazette Montreal and Ottawa

The Montreal and Ottawa RR. expropriated some land at Ottawa owned by Mr. T.W. McDermott and Dr. R.P. Robinson, and refused to pay the price asked for it. Arbitration followed, the M. & O. RR. Co. appealed from the decision of the arbitrators, and it was left to Judge Falconbridge to decide the value of the land and he decided in favor of the award made by the arbitrators. The M. & O. R.R. Co. will have to pay \$3,200 for the land, with the costs of all proceedings.

23/01/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Work on pier No. 6 of the Interprovincial bridge will be delayed for a few weeks as the stone from Nepean Point, which was to have been used, has been found unfit for the purpose. The stone will be brought from Terrebonne.

24/01/1899 Ottawa Citizen Montreal and Ottawa Hurdman

Mr. W.W. Young, of the Union Signal and Switch Co. of Swissvale, Pa., is in the city arranging for the installing of one of the company's switch plants at Ottawa East, where the C.P.R., C.A.R. and O. & N.Y. roads cross.

This plant, which is in operation in the railway yards in Toronto and other large centres, is a complex and ingenious arrangement. By it the entire system of switches is brought under the control of one man, stationed in a central tower giving full view of the tracks and switches under his control. The different signals, switches derails, etc. are distinguished in the usual way by the standard colored lights and discs. Each switch is connected to the central tower with levers numbered and colored correspondingly. These are ranged in rows and under the immediate control of the operator. When he wishes to clear a line he works the levers attached to the switches along that line, some of which may be a long distance off. The switches are interlocked both in the tower and at the track, so that the latter is made absolutely safe, which is shown by the connecting signals. Should the operator make a mistake or neglect his duty, the switches through the signals show this end and the oncoming train is brought to a standstill.

03/02/1899 Eastern Ontario Review Montreal and Ottawa

Mr. C.W. Spencer states that in the spring the fast trains between Ottawa and Montreal via Vankleek Hill will make the trip in 2 hours and 15 minutes. That is 68 minutes from here to either Ottawa or Montreal.

10/02/1899 Eastern Ontario Review Montreal and Ottawa

Mrs. Speel of Montreal gave birth to a child on the C.P.R. train arriving in Ottawa Saturday night. Both are doing well at the Ottawa Maternity Hospital.

14/02/1899 Ottawa Free Press Montreal and Ottawa Plantagenet

C.P.R. to erect a summer hotel at the springs. More.

08/03/1899 Ottawa Citizen Montreal and Ottawa Interprovincial Bridge

The Interprovincial Bridge is commencing to bear more the semblance of a bridge than formerly. On the Hull side two of the piers are finished, while the third, the channel pier, is only half completed. It is fifty-four feet nine inches in height. Intervening between this and the first pier on the Ottawa side will be a clear span of 500 feet. The coffer dam for the channel pier on the Ottawa side is sunk, and already contains 24 feet of concrete. On top of this is 34 feet of water. Mr. Collingwood Schreiber has ordered all the water to be pumped out, but the contractors are afraid that the coffer dam would not stand the strain of so much water pressure from without. So that this pier will not be proceeded with at present. The two other piers on the Ottawa side are almost complete. A large gang of men are at work upon one which juts out from the rocky embankment at Nepean Point, and seems, for the most part, to be embedded in it. This pier is being constructed out of limestone taken from the embankment and quarried on the spot. Some more of the cliff has yet to be blasted away.

11/03/1899 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge

Business is brisk at the Interprovincial bridge this week. About 20 extra men have been placed on the work on the Ontario side and the abutment will be completed in about a week. The building of the pedestals has commenced and will be completed without delay. Mr. J.P. Dunne stated today that, although there was 22 feet of anchor ice around pier No.2, he did not think the pier would be affected by it in the spring. Work on the Quebec side will be recommenced in about two weeks.

During the past four days the Dominion Government has been testing the quality of the concrete placed for the foundation of pier No. 2 of the Interprovincial bridge.

Cores are being taken out of the pier with a diamond drill and yesterday a diver was sent down in order to ascertain the solidity of the concrete. So far everything has resulted most satisfactorily and no fault has been found in the construction. Some doubt was entertained as to the probable settling of the cement as it was not placed on a dry surface, and this has led to the test being made.

The construction of the pier was begun last fall and hopes were entertained by the bridge company for its completion by this spring. A coffer dam constructed of heavy beams and about eighty feet in depth was sunk. Into this mixed concrete was deposited by means of a water tight iron clam which was operated by means of a derrick.

Before operations were commenced, however, the rock at the bottom of the river was sounded with a drill and everything was found to be in first class condition. Considerable difficulty was experienced in settling the coffer dam, as the rock was found to be uneven.

The difficulty was overcome, however, by a diver going down in the uneven parts and placing large bags of cement until the whole surface of the rock was level. The work then went ahead until twenty five feet of concrete had been placed in the dam, and then the government, in order that this might set, had the work suspended.

Mr. Collingwood Schreiber, deputy minister of railways and canals, speaking of the work, said: The Cornwall bridge disaster has been the means of causing the close scrutiny to be observed in the construction of pier No. 2 and everything done must be up to standard or it will not be sanctioned by the government engineer. The specification calls for the concrete for the foundation of the pier being placed on a dry base as this is the surest and safest way, and this has not been done by the bridge company.

Of course the concrete as it has been put in the cofferdam turns out hard, and satisfactory, the work will be passed, but it must be up to the standard.

17/03/1899 *Eastern Ontario Review**Montreal and Ottawa*

The C.P.R. fast train from Ottawa and Montreal has been running at over a mile a minute for several days during the past two weeks. It came from Ottawa one night in 55 minutes.

Owing to the change in time in the arrival of the C.A. R. train at night the evening passengers do not reach here. They will likely be sent now by C.P.R. and transferred here for Hawkesbury.

24/03/1899 *Eastern Ontario Review**Montreal and Ottawa*

An Ottawa paper says:- There are a number of big locomotives in the C.P.R. shops in Montreal, which are having the finishing touches put on them before being sent out. The engines will run on the Montreal and Ottawa line, and some wonderful time is expected when the iron monsters are opened up. The Locomotive 306 which has been overhauled in Montreal, has arrived in the city and will run between Ottawa and Montreal until the big flyers are ready for service. The competition between the C.A.R. and the C.P.R. on the Montreal run is becoming keener every day and some railroad men say they will not be in the least surprised to see the distance covered in two hours.

31/03/1899 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. fast train from Ottawa to Montreal had been designated. The "Capital Flyer" the fast train from Montreal to Ottawa is designated the "Metropolitan Limited." These trains are timed to cover the distance in 2 hours and 30 minutes. The fast trains cross here and this is the only stopping place.

01/04/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The last big pier on the Ottawa side of the Interprovincial Bridge was completed today. The corresponding structure on the Hull shore is nearly finished and but a few more smaller piers remain to be laid. The masonry work will commence in a few weeks, as soon as the water goes down, and early in the summer everything will be in readiness for the ironwork. This will not be completed, however, until fall when the top will be put on as quickly as possible.

07/04/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The Interprovincial bridge company on Saturday last completed the work of placing the concrete in pier No. 2 of the bridge. The cofferdam has been filled with cement to a depth of 70 feet. Mr. Adgate, managing contractor of this branch of the work, stated to the Free Press that in all probability placing the remainder of the stone work on the piers on the Hull side would commence right away. The pedestals on the Ontario side of the river have been completed, also the large abutment for the support of the iron work. No work is in progress on the Hull side of the river.

12/04/1899 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

A contract aggregating nearly \$200,000 is being closed this week with the Dominion Bridge company of Montreal, for the iron and steel work on the Interprovincial bridge between Ottawa and Hull.

The contract will include the construction of five immense spans in addition to a great deal of heavy trestle work.

It will be built of the finest grade of steel throughout and the structure will be ready to be placed in position as early in the fall as possible. In the meantime, the stone and masonry work will be rushed to completion in order to be ready for the iron and steel structure.

21/04/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The spring floods on the Ottawa river have caused work on the Interprovincial bridge to be suspended for about a month. Mr. G. Adgate, managing contractor for the stone work, stated to the Free Press today that the concrete in pier No. 2 would be hard enough by that time to admit of the stone work being placed on it.

29/05/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The interprovincial bridge company is working on the Ontario side of the river. Filling in has commenced and a dry wall is being built.

No work has been done on the Hull side of the river as the company's machinery is all under water. The flood is going down rapidly and work on the Hull side will be resumed in a couple of weeks.

The iron work for the bridge is being constructed at Lachine by the Dominion Bridge Co., and will be placed on the piers in September.

A map showing the amount of work done on the piers up to April 20th, 1899 has been completed in the company's engineering department.

26/06/1899 *Ottawa Free Press**Montreal and Ottawa**Interprovincial Bridge*

The water in the Ottawa river has now lowered sufficiently to allow the interprovincial bridge company to work on pier No. 6. Pier No. 2 will not be completed for some time yet. The bridge builders expect that it will be ready for the iron work by September.

10/07/1899 *Ottawa Free Press**Montreal and Ottawa*

The utility of the C.P.R. short line between here and Montreal was evidenced yesterday and last night. Yesterday morning a wash out occurred at St. Augustine a station on the north shore line, 30 miles west of Montreal, which prevented all traffic on that line. In consequence of the washout, the Imperial Limited, both east and west bound, were run over the short line, arriving here and at Montreal on time, after going round by Chaudore Junction. Both the east and the west "Soo" trains were also run over the short line this morning. The train from Montreal arrived at the C.P.R. depot twenty minutes ahead of the regular north shore time. The damage has now been repaired and traffic resumed.

14/07/1899 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The Imperial Limited, the C.P.R. fast train across the continent passed through here on Sunday last. There was a wash out at St. Augustine on the North shore. Traffic was transferred to the short line.

26/07/1899 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

As to the Interprovincial bridge, Mr. Beemer said the masonry work was practically completed, only half a pier remained to be finished. This would be done as soon as the river subsided a little. The manufacture of the iron superstructure was being proceeded with satisfactorily.

10/08/1899 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

About 60 men will be placed at work on the Ontario approach to the Interprovincial bridge in a few days. Engineer Heney states that it is the intention to rush the work ahead as fast as possible. All the necessary rock cutting and road building from Nepean Point to Rideau street will be completed this fall. The right of way along the crest of major Hill park has been secured, and there is no further obstacle in the way of the work. The steam hoists and other machinery in use on the Hull side will be put in operation on the Ontario work as the Quebec approach is nearly finished.

15/08/1899 Ottawa Journal

Montreal and Ottawa

Two hour passenger train service between Ottawa and Montreal on the M&O Short Line will be inaugurated by the CPR next week.

17/08/1899 Ottawa Citizen

Montreal and Ottawa

The Canadian Pacific sleeping car service between here and Montreal leaving here at 4.10 a.m. and Montreal at 10 p.m. will be discontinued after Sunday next.

The new C.P.R. fast train will arrive here today at 12.15 p.m. This train will be composed of entirely new coaches and one of the most powerful engines on the C.P.R. will pull it.

25/08/1899 Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

There is no doubt but that the new train put on by the C.P.R. short line between Montreal and Ottawa is the finest train in Canada to-day. It is well worth a trip to the depot here if for no other purpose than to see the train.

25/08/1899 Eastern Ontario Review

Montreal and Ottawa

Ottawa

Mr. John Morrow, the C.P.R. agent, has been in Ottawa this week purchasing right of way for a short line the company is building between the two stations in that city.

26/08/1899 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

A small staff of men yesterday commenced excavation work to provide an entrance for the Pontiac and Pacific Junction and Ottawa and Gatineau railways to the Central depot from the Interprovincial Bridge. The line will run along the foot of Majors Hill Park and will not interfere with the scenic beauties of that place. The original plans, if carried out, would have had this effect, and would have cut into the park at a number of places. The latest plans, which have been approved, provide for the line extending only along the outskirts of the park. The old stone house at the foot of the locks will have to be removed and a trestle will be erected over the gap near Nepean Point. Engineer Dunne [sic] is in charge of the work. It is proposed to shortly increase the staff of men engaged in the work of construction.

02/09/1899 Ottawa Citizen

Montreal and Ottawa

The first move towards bringing the line of railway from the Interprovincial bridge into the city was made today. Seventeen men started to make the grade immediately north of the Dufferin bridge. They are under the foremanship of Morris McWilliams. The work is being started just where seventy-six years ago, some filling was done to make the roadway up to Rideau street. One who saw the work done, John Shorey, was present his morning when operations commenced. Several feet below the surface was found some hemlock bark, in a perfect state of preservation, where it had lain for over three quarters of a century.

From the Interprovincial bridge to the Union depot will be a double track situated on a roadbed thirty-six feet wide. To accommodate these, a section of the wall flanking Major's Hill park at the southern end, about twelve feet in depth, will have to be cut away. For ninety feet in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin Bridge has already an open space through which the rails may run, but it will be necessary to construct an arch beneath the Sappers Bridge. This will be done of stone and iron.

08/09/1899 Eastern Ontario Review

Montreal and Ottawa

A slight accident to the engine of the C.P.R. fast express on Saturday evening delayed the trains several hours.

16/09/1899 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

The Pontiac and Pacific Junction railway is making good progress on the work of preparing an entrance for its line to the Central depot along the foot of Major's Hill park. A staff of men is busily engaged in making the necessary excavations and rails have been distributed during the past week between Nepean Point and the depot. On the Interprovincial Bridge very satisfactory progress is being made and the stone and masonry work is advancing towards completion. The iron superstructure is in course of manufacture by the Dominion Bridge Company and will be completed during the winter. It will be placed in position as soon as possible and the line bridge will then be ready for traffic.

26/09/1899 Ottawa Free Press

Montreal and Ottawa

Hurdman roundhouse

The Canadian Pacific railway has commenced the erection of a round house at Hurdman's bridge. It will be located between the C.P.R. and the C.A.R. bridges and will have four tracks leading into it.

06/10/1899 Ottawa Citizen

Montreal and Ottawa

Good progress is being made on the railway construction work below the Dufferin Bridge. Two lines of track have been laid on which the waste material is carried away. Dump carts are also pressed into service for this purpose. Daily, Dufferin Bridge is lined with a throng of curious ones watching the workmen below.

06/10/1899 Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

The condition of the road leading to the C.P.R. station is simply disgraceful. Unless something is done very soon the road will be impassable. The breaking down of vehicles is a common occurrence on this piece of road. The worst piece lies in the township of West Hawkesbury.

17/10/1899 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

Mr. H.J. Beemer, president of the P. & P. J. and Gatineau railways, is in the city. Seen by the Free Press, Mr. Beemer stated that everything was going along most satisfactorily towards the completion of the branch of the P. & P. J. railway, between Ottawa and Aylmer and the Gatineau Railway northwards to the village of Maniwaki.

"These works," said Mr. Beemer, "together with the interprovincial bridge, are all going along nicely, and will be completed at the same time next summer. Their intended completion at the same time has been an important aim of our companies, and, I think a most advisable one, too. It is a mistake to unduly hasten to completion any of the works in particular when it is known that they are to be operated to the advantage of each other. For instance, the interprovincial bridge would be off little service now, compared to what it would be if there were ready railway communication to run over it, and this railway service is being pushed along just as rapidly as to have it completed at the same time as the bridge. In order to do this we found it necessary to increase the number of men, both between here and Aylmer and above Gracefield on the Gatineau line, and this has been done. However, this is a matter of engineering calculation, and the labor and material required for the respective works, is left entirely with the civil and mechanical engineers in charge of the enterprises.

The greatest interest is being taken in the railroad construction work being carried out below Sapper's bridge and along the canal. Good progress is being made, as the weather continues fine. The contractors complain of a dearth of laborers, however, and are not able to rush the work as fast as they would like to. The rock cutting made necessary to establish a right of way necessitates extensive blasting operations which are carried on night and day. Danger signs are displayed in the north end of Major Hill park, and men are almost constantly sounding warning blasts on the fog horns.

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BY'S SPRING

First Water Supply of Ottawa Unearthed

HIDDEN FIFTY YEARS

Workmen Excavating it First Thought They Had Struck Secreted Riches.

--Here where the workmen cling like flies to the face of the cliff below Major's Hill park and opposite the foot of the locks, picking away and blasting the time work rock, a veritable mare's nest was found a short time since. --

Very flowery

picks struck massive masonry--

four large slabs of dressed stone placed in position as though sealing the mouth of a cave, treasure house or tomb.--

disclosed only a very small chamber, empty as a melon patch after a Negro festival--

Spring of clear bubbling water--

--this was Colonel By's spring, which in the early days of Bytown, was known far and wide for the purity of its crystal stream.--

Page 8 column 3

The CPR has decided on building a spur line from a point up near Dalhousie Ward on the old St. L&O Railway tracks to the new CPR roundhouse at Hurdman's Bridge. The work of construction will shortly commence. The tracks of the new line will run down across Dalhousie Ward, through Ernest and Clemow Street, across Patterson Creek, along George Street (Stewarton) back of the Metropolitan grounds, and will strike Ottawa East at the canal on the Patterson property, north of the Graham property, will run down between the O'Gara and Graham properties, through McDermott's and Lees premises to the roundhouse. This will necessitate the filling in of part of Paterson's Creek, and the construction of a new railway bridge across the Canal.

The railway company has purchased the right of way through some of the necessary properties and secured options on the rest. The right of way alone will cost between \$60,000 and \$70,000.

The new line will be built for the purpose of shortening the distance between the CPR roundhouse on Richmond Road to the roundhouse at Hurdman's bridge, which will be used for housing the engines of the short line between Ottawa and Montreal. A shortening of distance to the extent of about 12 miles will thus be effected.

Reeve Flood has been examining the road leading to the C.P.R. station this week. He will endeavor to have some repairs made if the C.P.R. company will lend some assistance.

READY FOR THE SUPERSTRUCTURE

The Iron Work of the Interprovincial Bridge soon to be Erected

A great many people visited yesterday the construction works of the Interprovincial bridge on the Hull side. Wooden trusses 200 feet long, 30 feet high, 30 feet wide, supported by four large scows are already built between the two first piers across the river. The structure is heavy timber, all girded with huge joists, long iron rods and bolts, the whole resting on a continuous beam made of 11 three-inch red pine planks, bolted together and of great solidity. To make it stronger the upright posts are dovetailed in heavy blocks of sunken oak. The trusses are now 30 feet high, but will be 60 feet when completed, as another row is being put up on top. Then from the platform of this wooden bridge, large travelling derricks will shoot up 60 feet in the air, and will be operated by new steam hoists of a lifting capacity of 25 tons and more. This preparatory work is as accurately and strongly done as the iron bridge itself, for on it depends the lives of scores of workmen and the success of the enterprise. Mr. James Finlay, of the Dominion Bridge Co., of Montreal, is supervising this preliminary work, and keeps 20 men going. This whole structure will be moved from one pier to another when the first span of the bridge is built. The scows were constructed in Montreal also. It is asserted that the iron superstructure will be proceeded with at once. Some of the iron girders have already arrived. The Hull Electric Co. have built a spur line from Laurier avenue to the bridge for unloading the iron. On the Hull shore, on a stretch of five or six acres, 62 small concrete piers, crowned with four-foot square stones and all laid four abreast, have been built and are ready to receive the iron work. The last big concrete pier on Laurier avenue is on a level with the house tops of the neighborhood. No expropriation has been made on Hull yet..

A fast train went over the C.P.R. short line Sunday. The company think that the engineers are not making the best time possible on these trains, so an inspector was sent over the road to make a test.

The work on the construction of the approaches to the Interprovincial bridge will go on during the winter months so that they may be expected to be advanced pretty well to completion during the springtime.

The Dominion Bridge Company have just finished building two trusses on the Hull side ?? erected on barges, and the work on the superstructure will be started upon the arrival of the next consignment of iron from the company's establishment. Mr. H.D.N. Bush is the resident engineer for the work and Mr. Findlay superintendent.

The C.P.R. have shipped 14 car loads of gravel to the station here for the purpose of making a road from Vankleek Hill to the depot. The township of West Hawkesbury have had men at work this week drawing the gravel. It is thought that when this is properly spread the road will be made tolerably good.

The winter's work on the Interprovincial bridge and approaches is both interesting to the general public and profitable to the working men engaged thereon. The work along the cliff front is rivaled in point of interest now by that on the bridge proper. On the Hull side of the river the iron work is being placed in position and already the spans rise to an imposing height in the air. The progress during the next few weeks promises to put an entirely different front on the whole structure. Experts on bridge building are engaged on the structure and the ease and confidence with which they work at dizzy heights leaves a great impression on the spectators below. Special machinery has been brought to the aid of the workmen, and the largest girders are handled with comparative ease.

09/02/1900 *Ottawa Citizen**Montreal and Ottawa**Sappers Bridge*

Within a few days workmen will proceed to tear away the masonry supporting Sapper's bridge to provide a passageway to the Central depot for the tracks entering by way of the new interprovincial bridge. The passageway will be 36 feet wide and the full height of the bridge. The latter will be supported by ten immense iron girders, 39 feet in length, two feet high and one foot in width. The girders have arrived and the work will be rushed to completion which, it is expected, will be around April 1st. The masonry in Sappers bridge is of an unusually solid character and the opening of the proposed passageway will entail great labor. It is not known whether the bridge is built of solid masonry or filled in with loose stone. In the latter case the expense and work involved will be all the greater. The girders under Dufferin bridge are six in number, but on account of the increased traffic over Sappers bridge, it was deemed advisable to put in extra ones under that structure.

Logs and timbers are now on the ground to be used in the erection of temporary supports. Arrangements with the government have not been completed for the handling of traffic over the bridge when the construction work is being proceeded, but it is likely that the bridge will be closed against vehicular traffic which will be turned on to Dufferin bridge.

A gang of 220 men is now engaged on the work and the track level has been hewn out through to Sappers bridge ready for ballasting and track laying.

A scheme has been mooted to cover in the space between Sappers and Dufferin bridges and to lay out a square level with these structures. As yet, however, the government has not arrived at any decision in the matter. This square would provide a beautiful breathing spot in the heart of the city and do much to enhance its beauty, as well as to offset the disadvantages arising from the railway traffic below. It has also been suggested that the increased bridge accommodation be thrown open for traffic which is now quite congested particularly on Sappers bridge.

09/02/1900 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Thanks to Mr. Spencer

At the last meeting of the council of West Hawkesbury, held at Vankleek Hill, it was moved by Councillor Simpson, seconded by Councillor Lothian, that a vote of thanks be tendered C.W. Spencer, General Superintendent of the C.P.R. for the ballast so generously given by him to the municipality for improving the road between the station and Vankleek Hill town. The resolution was unanimously adopted.

12/02/1900 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Yesterday work was pushed ahead on the Interprovincial bridge. A gang of 200 men were engaged removing the pontoons and superstructure and placing them in position between the piers nearer the Ontario shore. During the day some 2,000 people from Ottawa and Hull visited the scene of operations. Sir Wilfred Laurier drove across during the afternoon.

01/03/1900 *Ottawa Free Press**Montreal and Ottawa**Sappers bridge*

Arrangements are now complete for the prosecution of the work of making a passage way for the railway under Sapper's bridge to the Interprovincial bridge. While the work is in progress the north half of the bridge will be closed to passengers and vehicular traffic, although provision will be made to allow the electric cars, the tracks of which are on the side of the track, [sic] to run. The wooden trestles to be used while the old stone work will be taken away and the steel girders erected instead, are now on the scene, and the work proper will be started in the early part of next week. It will be carried out under the supervision of Mr. Frank Hibbard, engineer.

26/04/1900 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

An increased staff is now engaged on the interprovincial bridge erecting the iron work and making rock excavations. A large steam drill is being used at the stone work at Nepean Point. Operations are so far advanced that the usual rise of water in a few days will not interfere with the work to so great an extent as formerly.

04/05/1900 *Eastern Ontario Review**Montreal and Ottawa**Pendleton*

Wants damages.

Mr. J. Therrien has taken an action against the C.P.R. for \$50 damages for killing a horse. Mr. Therrien's daughter was driving the horse at the time the train struck the animal. Miss Therrien was uninjured. The case is likely to be tried in Plantagenet. Mr. F.W. Thistlethwaite, solicitor for the C.P.R., will defend the C.P.R. in this case.

18/05/1900 *Eastern Ontario Review**Montreal and Ottawa**Pendleton*

Jury Failed to Agree

The suit of J.A. Therien against the C.P.R. for \$60 damages for a horse killed last July, has not yet been settled.

The case was tried by Judge O'Brian and a jury in Plantagenet on Wednesday last.

The jury could not agree. Two were for dismissal of the suit and three were in favor of the plaintiff.

The jury was composed of Messrs. A.A. Allen, B. Anderson, Geo. Barbarie, O. Bissonnette, P. Boileau. The two first named were for dismissal of the suit. The horse of the plaintiff ran away some time last July and was killed on the track of the C.P.R. at the second crossing west of Pendleton. About a dozen witnesses were examined. The judge charged in favor of the defendants.

Mr. Larose of Constantineau & Larose appeared for the plaintiff, and F.W. Thistlethwaite for the defendants.

01/06/1900 *Almonte Gazette**Montreal and Ottawa**Interprovincial Bridge*

Michael Lambert, an employee of the Dominion Bridge company engaged in erecting the iron superstructure on the Interprovincial bridge at Ottawa, was engaged in erecting the iron on the bridge and started to go down the lattice work when he slipped and fell a distance of 70 feet, striking a scow beside one of the piers. His skull was fractured, his chest badly injured and he was terribly bruised. He was removed to the general hospital where he died half an hour later. Lambert was about 30 years of age and it is somewhat uncertain as to whether he came from Perth or Drummond. He had been employed for some time as an erector by the Dominion Bridge company.

05/06/1900 *Ottawa Free Press**Montreal and Ottawa*

No time has been lost in constructing the subway under Sapper's Bridge for the railway approach to the Interprovincial bridge since the work was commenced a short time ago. Men have been engaged almost night and day on the work, and it is expected by the engineer, Mr. Dunn, to be completed in the course of two or three days.

The portion of the approach between the subway and the Interprovincial bridge along Major's Hill Park and Nepean Point, is also well under way. It is calculated that this will be finished a little time before the completion of the bridge.

Just as soon as it is completed steps will be taken to beautify the edges of the cliff by foliage and to make it even more picturesque than before the railway enterprise was started.

08/06/1900 Ottawa Citizen

Montreal and Ottawa

Sappers bridge

In a month's time it is expected the excavation work under Sapper's bridge will be completed and the whole bridge thrown open to traffic. Already five out of the eight large girders have been placed in position to support the bridge. These are 34 feet long, 8 inches wide and 24 feet high. Nearly 25,000 cubic feet of rock has to be removed to make an opening the necessary width and height. Inside the supporting walls under the bridge loose rock was piled by the early builders and this was topped off with about a foot of clay. The workmen now engaged in removing this rock are building new walls of rock the full depth of the bridge, 24 feet.

Work was started on May 7 and a gang of 16 men have been engaged steadily ever since.

08/06/1900 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

The high water in the river has interfered to some extent with work on the Interprovincial bridge but the pontoons have been moved from the Ontario side and placed in position further out in the stream to enable the men to proceed with the work on the cantilever span. Construction work is now being pushed ahead on both sides of the bridge.

15/06/1900 Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

The C.P.R. gang of painters reached here this week. As a result the station and surroundings look much brighter and cleaner.

29/06/1900 Eastern Ontario Review

Montreal and Ottawa

C.P.R. Roadmaster J. Shanks and Mr. J. Morrow, of Hawkesbury, with a force of men were making tests of the gravel on Mr. Alex McRae's farm, known as the McCormick farm, at the Ridge, this week with a view to purchasing if suitable for ballasting purposes.

27/07/1900 Eastern Ontario Review

Montreal and Ottawa

Pendleton

Joseph Roy, aged about 21 years, a son of Mr. Roy of Plantagenet was run over and killed by the C.P.R. fast train to Ottawa on Wednesday morning last. The accident happened about two miles from Pendleton station.

The young man was lying on the track and was not noticed until it was too late to stop the train. He was cut to pieces.

Coroner Lawlor was immediately telegraphed for and left for the scene on the C.P.R. evening train from here the same day.

Roy was employed as an assistant at the Plantagenet station. He attended a wedding party the night before and it is supposed he was returning from this.

His skull was fractured and both legs broken.

09/08/1900 Ottawa Journal

Montreal and Ottawa

Interprovincial Bridge

Every day large quantities of iron are arriving for the Interprovincial Bridge. And a large gang of men are working on putting it in place.

On the Hull side there is still a great deal of work to do. There is a trestle to build and also overhead crossings of five or six streets. But in another month it is likely the iron will stretch unbroken from shore to shore.

Half the big span of 556 feet is already built and projects over from the pier. That is 278 feet of the bridge projects into the air, supported but at one end. This is likely the greatest strain the bridge will ever have, yet in the big wind storm the other day the engineers say the vibration of this span was not visible.

07/09/1900 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

On account of the high wind, work had to be suspended on the higher trestle work of the Interprovincial bridge today. It is expected the iron work will be completed in about four weeks. All the decking or woodwork on the approaching trestle work on the Ontario side has been completed. A derrick will be placed in position to hoist the timbers for the flooring of the bridge proper from Nepean Point. Workmen are now engaged building an abutment at the southeast corner of the Coffin homestead where the railway line will lie. About eight feet will be taken off this corner and the homestead will remain standing.

07/09/1900 Eastern Ontario Review

Montreal and Ottawa

Therrien vs. C.P.R.

At Plantagenet next week the case of Therrien against the C.P.R. Company, in which he claims damages for a horse killed near Pendleton, will come up again for trial. It was tried before but the jury disagreed and a new trial was ordered. Judge Constantineau will preside at the trial.

21/09/1900 Eastern Ontario Review

Montreal and Ottawa

Vankleek Hill

If truth is in the report that Vankleek Hill is to be made the central terminal point on the C.P.R. short line, it is a good thing for Vankleek Hill. It will mean the influx of some new permanent citizens and the erection of some new houses in town.

It will give early access to the Montreal and Ottawa produce markets and make this a much better and more widely known town.

This is the half way point between the two cities and the most important town, so that there would appear to be some truth in the intended move on the part of the C.P.R. authorities.

On another page

Vankleek Hill is likely to be made the central point on the C.P.R. short line between Ottawa and Montreal.

The C.P.R. surveyor and the right of way agent of the C.P.R. were here this week endeavoring to secure the property to build a "Y" at the C.P.R. station.

The object of this would be to make this a terminal point for the freight and mixed trains instead of plantagenet as heretofore/

If this is done by the company, Vankleek Hill will have very early connections with Ottawa as well as Montreal. It will also bring some citizens who will be in the employ of the C.P.R.

25/09/1900 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

When twenty feet more of iron work is erected the north and south sections of the Interprovincial bridge will be joined. The great structure will then be largely completed. All the heavy iron work is in position and the bridge constitutes one of the finest pieces of engineering work in the country. After the two sections are joined considerable work will have to be done putting down walks and railings.

10/10/1900 Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

Foot passengers are now crossing the river on the interprovincial bridge though the planking has not all been laid. Venturesome youths made the trip on the connecting iron work yesterday.

13/10/1900 Ottawa Free Press

Montreal and Ottawa

Interprovincial Bridge

Hull - the travelling crane and trestle work at the Interprovincial bridge is being taken down.

10/11/1900 Ottawa Citizen

Montreal and Ottawa

The CPR smashed all the local speed records this morning. A special train on the Short Line, bringing Lord Strathcona from Montreal to Ottawa, made the 112 miles in 100 minutes.

Lord Strathcona was met by Sir Wilfred Laurier and lunched with the premier at his residence on Theodore Street.

The train ran through yards, over railway crossings and was forced to slow down several times so that the run is considered phenomenal. Engine 210 drew the train and was in charge of Engineer J. Smith and Conductor A. Chapman. The run was made over heavy track, snow having fallen for over twelve hours.

Flying Trip

Lord Strathcona passed through here on Saturday last on a C.P.R. special from Montreal to Ottawa. The distance of 111 miles was made in 111 minutes, or 1 hour and 51 minutes. The distance from Montreal to Vankleek Hill was made in 58½ minutes and here to Ottawa in 52½ minutes.

17/11/1900 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

Drawing of bridge and summary. Largest span, diamond drilling.

The Gatineau Railway uses Canadian Pacific tracks from Hull to the Union depot. The Hull Electric Railway does not touch city limits although it connects with the OER. The Pontiac line only runs to Aylmer, and it is being built as far as Hull, and when the bridge is ready, Pontiac and Gatineau trains will cross the structure and deposit their passengers and freight in the Capital. Men are now engaged making the connections for the two railways. The Gatineau line tunneling under the Canadian Pacific railway tracks in Hull to reach the bridge.

It is expected that the first construction train will cross the bridge in December and the regular traffic may begin in January 1901. --

There has not been a serious accident among the men employed by the railway company, but one man employed by the bridge contractors was killed by a fall.

The Pontiac line is graded for five miles and several miles of track have already been laid. The company is not rushing the work because it is not desired to have the road completed before the Hull terminals are ready.

29/11/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Foot traffic is now well established on the Interprovincial bridge and as a consequence very little patronage is extended the ferry boat.

12/12/1900 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

For the first time since the big structure has neared completion a locomotive was run over the Interprovincial bridge this afternoon in connection with the construction work. The rails were laid some days ago and everything went off smoothly. The official test, however, will not take place for about three weeks when some of the heaviest engines in the city will be run over the bridge. The construction work is now receiving the finishing touches under the direction of Engineer Dunne [sic] and by the end of the month it is expected that trains will be running into the Central depot.

17/12/1900 *Ottawa Free Press* *Montreal and Ottawa* *Interprovincial Bridge*

Several work trains have passed over the Interprovincial bridge since the first one on Wednesday last. The trains were engaged in bringing supplies for the workmen.

Many people visited the new Interprovincial bridge yesterday and admired the structure.

24/01/1901 *Montreal Star* *Montreal and Ottawa* *Pendleton*

Plantagenet Jan. 24. A fire occurred at Pendleton station on the CPR last night, burning the store house owned by Henry Moffatt and the Canada Hay Company in the first owned; Mr. Dwyer of Ottawa had between 3,000 and 4,000 bushels of grain ready for shipment and in the second were about 12 tons of hay, all of which was consumed. A car loaded with hay for Mr. Way of Rockland was also burned. It is stated that the loss is partially covered by insurance.

Repeated verbatim in the Record Chesterville 31 January 1901; Toronto Star, January 24; Montreal Gazette January 25; Ottawa Journal 25 January.

25/01/1901 *Eastern Ontario Review* *Montreal and Ottawa*

Two C.P.R. inspectors made an official visit over the short line this week. They found everything O.K. in this section.

28/01/1901 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Strike of C.P.R. Trackmen

The strike of C.P.R. trackmen continues. The company claims that some of the men are returning and the leaders of the strikers deny this. As far as this district is concerned the majority of the men are out. The section between here and Rigaud has been patrolled for the past week by Messrs. Wm. McInnes, Chas McInnes and R.D. McLaurin.

On Monday night Mr. C.W. Spencer went over the line in a special train and urged the men to return to work. Some of them promised to do so. On Tuesday we learn that some of them kept their word. The gang at Rigaud was reported on duty also a few other men. The Vankleek Hill gang is still out this (Wednesday) morning.

In connection with the C.P.R. strike in this section a good story is told at the expense of one of the men at St. Eugene.

Mr. C.W. Spwncer, the superintendent of the Eastern division was persuading this man to return to work. He hesitated long and then replied. "I would for go to work me but I'm afraid for my life."

Mr. Spencer replied "Well my man. What good is your life to you if you are starving?"

Quick as a flask the workman replied "Dats all very well but for what good my life for me when I am dead." The superintendent gave him up.

26/02/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The new Interprovincial bridge was inspected yesterday afternoon by City Engineer Kerr and the members of the railway and lighting committee. The structure was found to be satisfactory and conforming with the plans and specifications. A start was made from the Central depot and the bridge with the approaches on both the Ottawa and the Hull sides was carefully gone over. The work being regarded as complying with the by law, the city engineer will issue his certificate. As soon as the certificates are received from the Dominion and provincial inspectors the bridge will be thrown open for public traffic, probably at the end of the present week. The bonus of \$150,000 will be paid very shortly.

Besides the city engineer, Ald. Masson, Davidson, Taggart, Poulin, Hopewell, Hill and Messrs. H.J. Beemer and Guy Dunne [sic] were present.

05/03/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Interprovincial bridge will likely be thrown open for public traffic today, although the formal opening will be deferred until later on. Mr. Dunne [sic] chief engineer of the bridge works, stated today that the bridge will be opened immediately after the city engineer gives a certificate approving of the work, and such will be sent to city council by Mr. Kerr tonight. The certificates of the Dominion, Ontario and Quebec governments have already been received. The structure is fully completed and only needs opening to ensure a full traffic.

Mr. Collingwood Schreiber C.E., to whom was referred the dispute as to the height of the fence between the railway tracks and the roadway, has decided to approve of the work in its present form instead of ordering a fifteen fence as suggested by the city engineer. The four foot fence at present provided is the same height as on the Victoria bridge at Montreal.

01/04/1901 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

If the present expectations of the Ottawa and Gatineau and Pontiac Pacific Junction Railway are realized the trains on these lines will be running over the Interprovincial Bridge on April 6th. The date for the formal opening of the bridge has not yet been decided upon but from present indications it will probably take place about a week later. His Excellency the Governor General and Premier Laurier will officiate at the ceremony.

Landslide at Hudson.

A small landslide caused by the spring floods at Hudson on the C.P.R short line blockaded the tracks Thursday evening (11/4) for a couple of hours. The material was easily removed and outside of the delay to the local, passenger train traffic was unimpeded.

The C.P.R, short line to Ottawa was practically tied up on Monday (8/4) last owing to the track being under several feet of water at Cobb's lake. The fast trains in the morning were several hours late. In the afternoon they were cancelled altogether. The service between Montreal and Plantagenet was kept running by the crew of the mixed train.

The Canadian Pacific fast train from Ottawa was over two hours late in arriving at Windsor station Montreal. The reason was that the flyer had run for about two miles and a half on tracks submerged under two and sometimes four feet of water. This flooded section is near Pendleton station, about thirty miles this side of the Capital. The train which left Ottawa at 9.05 a.m. and is due in Montreal at 11.20 did not reach Windsor station until 12.55 this afternoon as it took about an hour to cover the lake like expanse of country. In places the water was almost deep enough over the tracks to touch the car steps. Fences along the track were completely submerged, and the water was within six feet of the telegraph lines. People in the district are making their way about in boats and some farm houses are completely isolated. Owing to the good condition of the road the trains continue to run over the tracks at a very moderate rate of speed, but if the water rises much more they will have to be discontinued. It is believed that the high water mark has been about reached, as the snow is nearly all melted.

15/04/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The first runaway took place on the new Interprovincial bridge yesterday afternoon between three and four o'clock. An approaching train, which no one expected, frightened a horse driven by Mr. Lahaise, a furniture dealer, Rideau street. The horse became uncontrollable and dashed across the bridge at terrific speed. Mr. and Mrs. Lahaise jumped from the rig, the latter suffering a severe shaking and being stunned for a while.

The horse was stopped on the Hull side by dashing into a buggy occupied by Mr. and Mrs. James Codd who were out enjoying a drive. Mr. Lahaise's rig escaped without damage while the wheel and back axle of Mr. Codd's buggy were badly twisted.

There were a great many pedestrians on the bridge at the time and there was a lively scurrying for safety.

The incident serves to emphasize the danger which exists by not having the foot walk fenced off in some way from the vehicular roadway.

19/04/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

Testing the Bridge

The new Interprovincial Bridge Structure stands the trial

With four heavy locomotives and ten flat cars loaded with stone and steel rails resting on the long span, the new Interprovincial bridge only gave a couple of inches.

A large crowd was present to witness the test and great interest was displayed regarding the testing of the new structure.

Engineer G.C. Dunn states that he was highly pleased with the manner in which the bridge stood the trial while the deafening screams from the whistles of the locomotives indicated the delight of the railway men.

The first train will arrive from the Gatineau district at the Central Depot on Monday. This will be a passenger train and for the present the freights will come to Union Depot as formerly.

22/04/1901 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

New bridge is opened

First regular train from the Gatineau Valley arrived at the Central Depot this morning.

The first regular train of the Ottawa, Northern and Western Railway, formerly the Gatineau Valley Railway, passed over the new Interprovincial Bridge and arrived at the Central Station this morning. The trip from Hull station was made in 9 minutes and the train arrived in Ottawa at 9.30 a.m. Among those who boarded the train at Hull were Messrs. P.W. Resseman, general superintendent; Guy C. Dunn, chief engineer; J.R.

Brennan, road master; H.R. Lyons, accountant; A. Henderson, Superintendent of construction; A.W.H. Stimpson, assistant engineer; Major S.M. Rogers; Ald, Desjardins; W.A. Clark; C. Olmstead; W.R. Taylor, secretary-treasurer for the Hull Electric company; and the press representatives. The crew who had charge of the train were Messrs. H.T. Hoolihan, conductor; Wm. McFall, engineer; T. Hollihan, baggageman; R. Morrison, fireman; John Gravel and T. Charand, brakemen.

Traffic on this train was heavy, seventy-eight tickets being sold between Gracefield and Ottawa. The first ticket sold from Hull to Ottawa was purchased by Mr. John Lauzon, of Ste. Hyacinthe Street, Hull.

Each passenger on board was presented with a neat souvenir badge bearing the inscription "First regular train over the Interprovincial Bridge, Ottawa, Northern and Western Railway. Souvenir. April 22, 1901." The cars have been overhauled and repainted deep green colour and present a handsome appearance.

The entrance to the bridge at Nepean Point was thronged with enthusiastic spectators as was also the platform at the Central Depot. where congratulations were extended to the officials of the road.

23/04/1901 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

The Interprovincial bridge was opened for railway traffic yesterday morning when the first train of the Ottawa, Northern and Western railway, formerly the Ottawa and Gatineau, crossed to the Central depot. The handsome engineering structure was decorated with flags as was also the locomotive and cars of the train, which was the regular morning express from up the Gatineau.

At the Hull station a large number of passengers got on, Mr. John Lauzon being the first to purchase a ticket for a passage over the new bridge.

Several of the Ottawa and Hull aldermen and the officials of the railway were on board. The distance between stations was covered in just seven minutes, the train arriving sharp on time. Conductor Hoolihan was in charge and the engineer was Mr. W. McFall.

As the train entered on the bridge Mrs. Noel Valiquette, of the Cottage Hotel, smashed a bottle of wine on the locomotive. A big crowd stood on the Dufferin bridge and watched the inauguration of traffic on the line. There was no formality. A souvenir of the trip in the form of a badge was presented to all of the passengers and guests.

All passenger trains on the line will hereafter run into the Central instead of the Union depot. The train from the Gatineau will arrive at 9.35 a.m. and leave at 5 p.m.

25/04/1901 *The Equity, Shawville* *Montreal and Ottawa* *Interprovincial Bridge*

On Thursday last the new interporvincial bridge at Ottawa was tested with four heavy locomotives and ten flat cars loaded with steel rails and stone. This immense weight was allowed to stand on the long centre span whichw as only depressed a couple of inches. The test was considered highly satisfactory. Gatineau passenger trains will run into the central depot over the bridge this week.

It has been definitely decided that an electric car service will be provided over the Interprovincial bridge from the Central depot to Hull this summer. Ottawans will thus be able to take cars at the Central depot and go, probably without change, direct to Aylmer. One of the head men of the Ottawa, Northern and Western railway said yesterday said that there certainly will be an electric car service on the bridge this year, but the point which appears not to have been settled as yet is as to whether the Hull Electric company or the O., N. & W. railway will run the cars over the bridge. If any difficulty arises in the present negotiations through which the Hull Electric company is seeking entrance to the city, the railway company will provide electric cars of its own to Hull and there connect with the line for Aylmer. Negotiations are now in progress between the two companies and the fact that trolley poles are being put up leads to the conclusion that an agreement will be reached. As to the exact status of the case and the proposed terms the authorities are somewhat reticent. The railway company has to build an extension from Deschenes into Hull in connection with the P. & P. J. branch and it is understood that an agreement is being considered whereby the P. & P. J. will run over the Hull Electric tracks from Tetreauville into Hull and in return the electric road will run over the Interprovincial bridge into the Central depot. The P. & P. J. railway has recently entered into an arrangement to use a part of the C.P.R. tracks in Hull.

"regrets increase". The Ottawa and gatineau Railway has increased commuter fares to recover the costs of the bridge. Commuters who are also Ottawa taxpayers object because of the large taxpayer-funded city bonus granted to the railway.

Alfred Peat Bog

The new Government peat bog at Alfred is to be operated for about 3 months more during which time several thousand tons of peat will be produced. Part of this will be transported for use in the peat gas producer plant in the city and part will be sold to the neighborhood for local use. Mr. Anrep, the Swedish expert, who is in charge of the plant, will continue his investigation into the resources of the Dominion of Canada after the plant closes down for the season.

C.P.R. trackmen out on strike

Montreal June 17. - The strike of the C.P.R. trackmen from the Atlantic to the Pacific was inaugurated this morning.

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All the men on the short line between Ottawa and Montreal are out. The men are getting \$1.15 a day and ask for \$1.50.

As a result there is only one train a day running between Montreal and Ottawa. The train goes to Montreal from here in the morning at 10.05 and comes back at 5.27. The mixed runs between Vaudreuil and Plantagenet.

Workmen are engaged shifting the sidewalk leading to the Interprovincial bridge on the Hull side. The work for a distance of about 25 yards will be moved two feet. This is being done to provide an easier course for the electric tracks leading from Ottawa. None of the wires have been strung as yet and the track laying is not yet completed. Cars will not be running for several days yet.

The C.P.R. strikers.

There is absolutely nothing new to report in the strike of the C.P.R. trackmen. The men on this branch have not returned to work and appear confident of winning. Trains are running on time and the company shows no signs of being likely to give in to the demands of the men.

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Another lot of men were engaged at the local superintendent's office Wednesday morning. Some of these were sent north in the afternoon.

The Good roads train

The Good Roads train promptly started work on Monday and Tuesday of this week. Mr. J.G. Devitt, of Greenwood, the expert who is in charge of the construction of concrete culverts, has been at work for over a week. He has already completed all the pipes that are required for the Gananoque section.

The train will visit the following places where specimen good roads will be built: Gananoque, Lansdowne, Iroquois, Alexandria, Plantagenet, Newington, Bells Corners, Carp, Eganville, Pembroke, Almonte, Kemptville and the train will then return to Hamilton.

The Hull Aylmer cars have permission to run over the Interprovincial Bridge and it will only be a matter of a day or two until they are running to the landing between the Sappers and Dufferin bridges. The Hull company and the ON&W are negotiating about the railway interests of the Electric Company with the object in view of the latter turning over to the steam railway all of its electric railway privileges. It is expected that the deal will be consummated, but in the meantime the Hull company is paying a price for the privilege of crossing the bridge.

The Pontiac division of the ON&W gets the privilege of using the Hull Electric Company's tracks from Hull to Aylmer and therefore the Pontiac trains, which have had to depend upon the Hull Electric cars for train connections with the Capital will in future run right through to the city.

It is not expected that the running of steam cars over the Hull Electric Company's tracks will have any bad effect upon the road bed as it is one of the finest in America and heavy rails are used on it.

The Pontiac trains will not interfere with the electric cars between Aylmer and Ottawa. All that remains to be done is to arrange the timetable for the two companies. The agreement between the two companies will be drawn up today.

The City of Ottawa by virtue of an agreement entered into on Dec. 14, 1893, signed on behalf of the Pontiac and Pacific Junction Railway by Mr. H.G. Beemer and H.L. Maltby, secured control of the tram and streetcar franchises over the Interprovincial bridge. The consideration therefore was a bonus of \$130,000.

The railway authorities have undertaken to ignore the city's vested rights in this respect and have entered into an agreement with the Hull Electric Railway to allow that company to use the bridge without any reference to the city whatever.

Sets out the clauses--

If the above means anything it is that the city controls the terms on which the bridge highway shall be used by street cars and any arrangements must be submitted to the city and ratified by a by law. The railway company now endeavors to explain its position by stating that the Hull Electric cars, while on the bridge, are P. & P. J. cars and not street or tram cars. That question may be a nice one for the courts, but if they are P. & P. J. cars they should run on P. & P. J. tracks and not on the bridge highway which is specifically mentioned in the agreement as being under the control of the city.

When Mr. Maltby evolved his ingenious argument that the Hull electric company's trolleys by a Jekyll - Hyde transition become P. & P. J. cars the moment they touch the bridge he overlooked the large and extremely ugly advertising sign which, for some reason is allowed to disfigure the eastern end of Sappers Bridge explicitly contradicting Mr. Maltby.

The principle involved in the enforcement of the agreement may be a matter of the utmost importance in the future as the population of both cities increases. The time to settle the question is now, and the question is: Which controls the franchise rights for street railways to use the bridge, the city of Ottawa or the railway company?

According to the experience of a Citizen reporter the P. & P. J. railway issues tickets which it won't accept on its own cars - that is supposing Mr. Maltby's statement to be correct.

If you see a big sign at the end of Sappers Bridge saying, "This way to the Hull electric railway," and you see a trolley car marked "Hull electric railway," pointing towards Hull. You must understand that the car is not Hull electric car. It isn't 'cause Mr. Maltby told us so.

08/08/1901 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Mayor Morris has had several conferences with Mr. H.J. Beemer regarding the naming of the beautiful new bridge from Hull to Nepean Point which he constructed. The mayor has been urging Mr. Beemer to call the new structure Alexandra bridge in honour of the present Queen-Empress, and that it be officially opened and christened by the Duke of York. The mayor points out that the Victoria bridge at Montreal was opened by the Prince of Wales, our present King, and was named after his mother, our late beloved Queen. The mayor thinks that there could be no more fitting opportunity than to have the son of our present Queen-Empress dedicate and formally open the beautiful new bridge which now joins the cities of Ottawa and Hull. The whole function could be performed from parliament hill in rear of the library by the touching of an electric button by the Duke and instantly the name would appear in colored electric lights on the bridge from the Hull to the Ottawa side. If desirable, Mr. Beemer himself or some member of the reception committee could touch another button and a blazing motto of Welcome to the Duke and Duchess would appear. The mayor believes that the suggestion will be seriously considered by Mr. Beemer and probably carried out.

09/08/1901 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Mr. Warren Y. Soper today made a suggestion, which, if carried out, will provide a far finer entrance for the Royal party than has hitherto been contemplated. Mr. Soper thought that it was possible that the Royal party would come from Montreal on the North shore line. A switch would be laid from the CPR tracks to those of the Ottawa Northern. Then the Royal train would enter the city over the Interprovincial bridge and go along the canal bank to the Elgin street depot. If this is done the CAR will keep the tracks along the canal bank clear of other trains, in order that the magnificent view that this entrance affords will be clear for the Royal visitors.

This suggestion, it is said, will in all likelihood be adopted.

09/08/1901 *Eastern Ontario Review**Montreal and Ottawa**Barb*

13 Sheep Killed

Mr. Wm. LeRoy, of Barb, suffered a very heavy loss on Wednesday evening of this week. The Canadian Pacific 5.23 train dashed into a large flock of his sheep killing thirteen and mangling a number of others so badly that they had to be killed. The loss is a very heavy one as they were all pedigreed sheep. Through an oversight the gate from the sheep pasture leading over the track was left open and the sheep wandered on to the track.

10/08/1901 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

As was announced some time ago when the decision was agreed upon by the committee, the royal party, unless present plans are changed, will come to Ottawa by way of the North shore line of the C.P.R. and cross the Interprovincial bridge thence proceeding to Elgin street. When the matter of entrance was discussed the suggestion was made that the train be brought up the north shore, cross at the C.P.R. and be taken around by Chaudiere Junction to Elgin Street station, but the C.A.R. officials who were present did not favor that route. The Interprovincial Bridge route was then unanimously agreed upon. It is said to have been originally suggested by Her Excellency on account of its picturesque ness.

Mr. W.Y. Soper, chairman of the transportation committee, is heartily in accord with the decision arrived at and arrangements are now being made to carry it into effect.

21/08/1901 *Ottawa Journal**Montreal and Ottawa**Hull Beemer*

Work on Hull's new Union Station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere Street at the juncture of the Ottawa, Northern and Western and the PP&J Railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

17/09/1901 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The sweep of yesterday's tornado was felt most heavily in the Ottawa river and one of the worst effects was the havoc wrought to the special decorations on the Royal Alexandra bridge. The elaborate electric installation which was to have blazon forth the name in letters of fire was completely wrecked. The whole mass of wiring, framing and supports was torn from position and swept over the bridge, temporarily suspending traffic on the bridge and entailing a loss of at least \$2,000 in electric work. To repair the damage in time to have the full electric display on Friday night, as contemplated, will tax the efforts of the contractors.

21/09/1901 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Account of the Royal visit. "At 11.30 the Royal party drove over the Alexander bridge and through Hull..."

23/09/1901 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Account of Royal visit. "As the canoes passed under the Royal Alexander bridge there was a large crowd waiting for the Royal party"

25/09/1901 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Sharp on time the royal section started westbound at 12.30 o'clock. The train went out by the Central station, across the Interprovincial bridge, through Hull and across the Suspension [sic] bridge over the Chaudiere. This not only gave the royal party opportunity to see some of Ottawa's best scenic environments, but avoided passing through lumber yards and the shunting that would be necessary to reach the C.P.R. track. The conductors on the trains will go as far west as North Bay where a change will be made. The engineers will be changed at Chalk River.

Through passenger and freight service was instituted on the Pontiac and Pacific Junction branch of the Ottawa, Northern and Western Ry. yesterday. The first passenger train, which left Waltham at 6 o'clock, arrived at the Central station at 9.15. The distance, 82 miles, was completed in three hours and fifteen minutes, is considered good on a roadbed just completed in places. The train, which consisted of engine, baggage car and four coaches, was in charge of Joseph Murphy, engineer and S.R. Kenny, conductor. The train was well patronized. Amongst those on board were Hon. Geo. Bryson, Coulange; S.A. Smith, David Gillies, J.T. Patterson, Campbell's Bay; H.S. Dowd, Quyon, and Mr. Leggo, Shawville. A number of the railway officials boarded the train at Aylmer, having made the trip from Ottawa on the first through freight which left the city at 7 o'clock. In the party were Mr. P.W. Resseman, general superintendent; Guy C. Dunne [sic], chief engineer; F.W. Martin, train dispatcher; J.B. Brennan, roadmaster; and Mr. Jordan, agent of the Hull Electric company. In the baggage car were 26 deer shot in the Coulange district by Montreal hunters. They were transshipped at Hull for that city. A passenger service is to be maintained daily except Sunday, the train leaving the Central depot at 5.20 p.m. No freight will be carried on this train. A freight train will leave Ottawa every Monday, Wednesday and Friday morning at 7 o'clock, thus making three round trips a week.

13/12/1901 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

A large addition has been made to the C.P.R. freight shed here. The old one had become entirely too small for the quantity of freight now arriving at this station.

01/02/1902 *Ottawa Citizen* *Montreal and Ottawa*

The crossing dispute

Argument was heard yesterday in the Court of Appeal

Toronto Jan 30. The case of the Montreal and Ottawa Railway company vs. Ottawa, involving a crossing on the Richmond road, over which there was such an exciting time between the city police and the railway authorities, was up for argument today in the court of appeals. Argument was still in progress when the court adjourned and will be concluded tomorrow. Mr. Veity represented the city and Mr. Nesbitt and Mr. Curir the railway company.

21/02/1902 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Strange Ideas

The C.P.R. authorities still persist in carrying out the most ridiculous arrangements of trains that can well be imagined. The crossing of two trains out in the country and compelling passengers to wait at the depot is about as senseless a thing as could well be thought of. Surely someone can convince the authorities of the C.P.R. that nobody is served by the trains crossing at Stardale instead of at Vankleek Hill, and that all of the passengers are inconvenienced.

19/03/1902 *Ottawa Journal* *Montreal and Ottawa* *Ottawa East*

Good Ticket Wrong Train

An Ottawa lady who says she bought a Canada Atlantic Railway ticket for Montreal and who then boarded a Canadian Pacific railway train at the Central station and was put off in a steep embankment in Ottawa east is suing the Canadian Pacific Railway for \$1,000 damages. The lady is Miss Olivine Schinck and Mr. J.R. Osborne, barrister, represents her.

Miss Schinck alleges that she bought a Canada Atlantic railway ticket to Montreal on December 14th, 1901, and boarded a Canadian Pacific train, but when the train was passing through Ottawa East and was on top of the steep embankment the conductor discovered that the lady's ticket was only good for the Canada Atlantic. The train, she says, was slowed up, but not stopped, and Miss Schinck, bag and baggage, was thrown off into the snow on the side of the embankment. Her trunk slid like a toboggan, to the bottom of the embankment and banged up against a fence. Miss Schinck says she was injured. Two men who were passing saw the woman's plight and carried her trunk to the roadway. Miss Schinck was driven to her home and was sick in bed for several weeks after the incident.

It is alleged that there is not sufficient direction at the Central Station to prevent passengers from taking the wrong trains.

The men who saw the lady put off the train and carried her trunk will be summoned as witnesses.

15/04/1902 *Ottawa Journal* *Montreal and Ottawa*

CPR considering double tracking the short line.

18/04/1902 *Eastern Ontario Review* *Montreal and Ottawa*

C.P.R. Short Line

The Canadian Pacific railway short line between Ottawa and Montreal may be double tracked within a year to enable the company to handle the traffic which is expected to tax the accommodation of the railway in that section. That is what an official says, and he added that he had reason to believe that the company will begin the work this year on the double tracking of the short line by extending many of the present sidings and ultimately joining all of these extensions, and thus having a double track between Ottawa and Montreal.

When the next time bill is issued by the Canadian Pacific it will provide for the running of the "Soo" and Imperial Limited trains over the short line between Ottawa and Montreal instead of using the North Shores railway as at present. Other changes will be made and a big increase in the traffic over the line is expected.

09/05/1902 *Eastern Ontario Review* *Montreal and Ottawa*

Early Morning Train

The C.P.R. has put on an early morning train. A train now starts for Montreal from Plantagenet every morning about 7 o'clock and passes here at 7.45. There is also a late train out of Montreal leaving at 6.15 and reaching Vankleek Hill at 8.00. This gives a good long day in Montreal and is a great convenience for the residents of the towns and villages between Plantagenet and Montreal.

16/07/1902 *Montreal Gazette* *Montreal and Ottawa*

Opens New Service

Imperial Limited Starts on Journey to Coast

Extract.

The entry into the capital was made over the picturesque short line route, the first time for a transcontinental train.

At the Central Station Mayor Cook and other prominent citizens boarded the train and made their way across the Ottawa river on the Alexandra bridge, around Hull and across the river again, and into Union station. By this route a saving of one hour is accomplished in the trip from Canada's commercial centre to its capital, the time being three hours instead of four as formerly.

19/07/1902 *Ottawa Citizen* *Montreal and Ottawa* *Interprovincial Bridge*

New guard rails are being placed by the C.P.R. on the interprovincial bridge and some other slight improvements made to the approaches to the structure

03/10/1902 *Eastern Ontario Review* *Montreal and Ottawa*

The refrigerator car service on the Canadian Pacific for the handling of perishable freight during the summer has been discontinued, the weather now being sufficiently cool to transport such freight by ordinary boxcars. The heated car service will be inaugurated as soon as cold weather sets in.

We extend sympathy to Mr. S. Appleby, C.P.R. station agent here, on the loss of his anthracite. Last spring the company unloaded twenty-three tons of hard coal here and now Mr. Appleby has been informed that it will be removed.

29/05/1903 *Eastern Ontario Review* *Montreal and Ottawa*

The C.P.R. train due in Ottawa over the short line at 7 o'clock Tuesday evening, did not reach the city until after 10 o'clock. The cause was a broken piston rod on the engine. The rod broke a few miles from "The Brook" station, and caused a general smash up. The drive bars pulled loose and flew around like the wings of a wind mill, tearing the side off the cab and badly damaging the upper part of the locomotive. Pieces of the engine were strewn along the track for a mile or more. At the time the accident occurred the train was running fast and before Engineer Henry could get her shut down he was badly burned from escaping steam. Fortunately the engine did not leave the track, or there would have been a serious accident.

As it was a light engine was sent out from Ottawa to bring the train to the city.

17/09/1903 *Ottawa Journal* *Montreal and Ottawa* *Central Depot*

RAN OFF IN THE STATION YARD STRATHCONA'S SPECIAL LEAVES THE RAILS.

The Aooident was not Serious and High, Commissioner's Car Kept Track.

Some unknown agency yesterday evening derailed the C. P. R. engine hauling the private car Cornwall, with Lord Strathcona on board, Juat as It was leaving the Central depot on its way to Montreal at 6.25.

The engine waa No. 553. a cross compound, snd was in charts of Engineer E. Sayer at the time of the accident. No on was hurt and Lord Strathcona perhaps the most unconcerned of the lot was only delayed an hour in his departure.

Mr. Mehan, the Canada Atlantic train maater.was standing alongside of the track about 260 yards north of the Laurier bridge end right at the cross over when the engine dropped off. This morning he said that the switch was positively in proper position snd so far a he could see there was absolutely no reason for the engine leaving the track. It was lucky that she had not got up much speed, for as it was the engine dug her nose into the track and plowed it up for over a hundred yards. No on was hurt and the engin was not at all damaged.

The cars did not leave the track and as soon as the C. P. R. could get. an engine around from the Union Depot round-house they were pulled back and got under way again.

The accident did not delay the trains, although it blocked one track. By three o'clock thla morning the engine had been set back on the rails and the track cleared up.

17/09/1903 *Ottawa Citizen* *Montreal and Ottawa* *Central Depot*

Strathcona special

Engine left the rails and plunged madly.

Sir Donald's car, the Cornwall, however remained upon the tracks - the High Commissioner and party went on to Montreal.

Perhaps it did not want to leave town without seeing the fair, perhaps the rails spread, perhaps the switch was open but the fact remains that C. P. R. engine number 553 which pulled out of Central Station for Montreal yesterday at about 6 p.m. left the track went about 250 ft from Laurier a bridge and after plowing madly through ballast and ties stopped within about 16 feet of one of the bridge trestles. The engine was pulling a special consisting of a baggage and the special car Cornwall, bearing Lord Strathcona and party, who were on the return journey to Montreal. The Cornwall did not to leave the track and engine number 379 which had just arrived from Pembroke took it down the line, Lord Strathcona and party being only delayed for a short time. Nobody was hurt.

Engine number 553 is a heavy cross compound, six coupled locomotive which was once used in pulling the Imperial Limited. Her left-hand drivers were sunk about 18 inches into the track and it took nearly 12 hours to get her on the rails again. The main line was not blocked and traffic was not delayed in any way.

Last night nobody seemed to know with any degree of certainty the cause of the accident. Engineer Laurier said there was nothing on the track, the switch was as it should have been and he was going at the usual rate of speed. The most probable theory is that instead of taking the switch one of the wheels of the locomotive mounted the wrong rail and through the whole gearing off. The appearance of the track justifies this explanation.

RAILWAY ACCIDENT IN THE RIDEAU YARD

Sault Express in a Head-on Collision with Standing Freight Train Near City Limits. Miraculous Escape of Crews and Passengers. Only Four Injured, None Seriously.

Includes a picture and caption

The Sault express of the C.P.R. due in Ottawa at 1.15 on Sunday morning, collided head-on with a freight at Rideau yard about one and a quarter miles from the Central depot, and created one of the worst railway smash-ups that has occurred in the Ottawa district since the wreck of the Toronto train near Stittsville in 1897.

No one was killed, although there were some miraculous escapes.

Only four were injured. They were: R. Thompson, Dominion Express messenger, Montreal, cut about the head and nose broken.

Edward King, C.P.R. baggage man, Montreal, spine injured and badly bruised.

Michael J. Doherty, 69, Richmond road, Hintonburgh, near Ottawa, injury to head and sprained ankle, also badly bruised.

G. Gohey, brakeman, Hintonburgh, slightly scratched about the head.

The cause of the accident is said to be due to the neglect of the conductor and engineer of the freight, who were on the main line, when, according to the officials, they should have been on the siding.

General Superintendent J. Osborne, who came up from Montreal yesterday at noon, gave out the statement that: "No. 7, the Soo express, was running on her own time when she collided with a freight standing on the main line at Rideau yard. The freight crew had exhausted their orders and should not have been on the main line. The crew of the Sault express are exonerated."

The collision that took place at 1.06 on Sunday morning, and the escape of the passengers and train crews was nothing short of marvelous. The baggage and express car was completely demolished and ten feet knocked off the end of a colonist car which was full of Swedish immigrants. None of the immigrants were injured, although the timbers were thrown clean to the back end of the car. The passengers in the four last cars beyond being badly jarred were not injured.

The escape of Express Messenger Thompson and Baggage man King with their lives was the most miraculous feature of the wreck. They were asleep when the trains struck and in different apartments. When found after the wreck they were piled in together under the tender of the express engine amongst the baggage, express goods and broken timbers of the car.

The baggage car telescoped on the engine, leaving the roof on top of the tender and the two engines. Both locomotives stood straight on their wheels. The tender of the express engine was hoisted on end, while the tender of the freight engine was thrown off the track completely on its side. The cab of the freight engine was torn off and the smoke stack and valves stripped. It is only fit for the scrap heap now. The other engine will likely be repaired. The loss to the company will be \$1.17,000.

THE COLLISION

When the express struck the freight it was running at about 25 miles an hour. The freight was standing still. The crew of the express train was made up as follows, Engineer, M. J. Doherty; fireman, J. Welsh; Conductor, W. A. Macintosh, Montreal; baggage man, Ed. King, Montreal; express messenger, R. Thompson, Montreal; brakeman, W. F. Galt, Division street, Ottawa; and G. Gobey, Richmond Road, Hintonburgh.

The freight crew were all Prescott men, as follows: Engineer, J. Dolman; fireman, A. Moser; Conductor, W. Horan; and brakemen, W. Hall and J. Wallace.

TRAINMASTER'S STORY

The particulars of the accident as given to The Journal by Mr. F. M. Spaidal, trainmaster of the C.P.R. at Ottawa, are as follows:

"Conductor Horan and Engineer Dolman when they arrived at Chaudiere Junction from Prescott before eleven o'clock, were given an order to proceed to the Rideau yard and work there until 12.50, ten minutes before the Sault express was due. When this order expired they should have put their train on the siding and walked up to the tower house, about two hundred yards away, for more orders. There is a 'Y' at the tower house which takes them down to the Sussex Street yard, and before they come out from the Rideau siding they should get orders to let them out. This they did not do. But instead worked until 1.05 when they were on the main line preparing to pull out to the 'Y'. They apparently forgot about the Sault express until they heard her whistle at the tower.

"Conductor Horan says that when he heard the whistle he was halfway back to his train and turning he ran out and signaled by his lantern to the driver of the Sault express to stop. Driver Doherty as soon as he saw the lantern reversed and threw on the emergency brake. Spaidal also says that at that point the driver of the express could not distinguish by the headlight of the freight whether he was on the main line or the siding, and as the freight had no business on the siding and Driver Doherty of the express had a clearance for the Central depot he was justified in running ahead. The track should have been clear for him.

THE TRAIN CREW

Driver Dolman and Conductor Horan of the freight train were both seen by The Journal last evening, but neither had a word to say.

Driver Dolman has been in the employ of the C.P.R. for over thirty years, and this is his first accident. Conductor Horan is a much younger man, but has been on the road for twelve years without a mark against him. They were both considered trustworthy men.

Driver Doherty of the Sault express is also an old-timer. When seen last evening he was in bed at his home. He said that he remembered very little about the accident except that he saw the lantern when about three car lengths away and threw back the lever and put on the emergency brake. He said that he did not know whether he jumped or was thrown out, at any rate he landed on his head and shoulder. His head is severely scratched and he complained of feeling sore and his ankle was sprained. He considered that he had a very lucky escape. He says he thinks his fireman jumped. He got away without a scratch. Express Messenger Thompson went back to Montreal yesterday afternoon and was not seen.

Dr. J. F. Kidd, who is attending Baggage master King, did not allow anyone to see his patient as he said it was better not. He is very badly shaken up. Conductor Macintosh and his brakeman were in the train and did not know that there was anything doing until the brakes went on and there was a sudden jerk that threw them endways.

HELP TO INJURED

As soon as possible after the accident, in fact as soon as they could get to a telephone, the C.P.R. officials called up Dr. J. F. Kidd, Dr. F. W. Burkett and Dr. Scott, who went promptly to the scene. Dr. Arthurs of Sudbury, who was on the train, also buckled in and looked after the needs of the injured men.

The first thing to be done was to look for the express man and the baggage man. They were found in the pile of debris as described before. Both were conscious when found, but complained that they were feeling sore. They were taken to St. Luke's hospital and attended to. Yesterday morning Thompson left the hospital and went back to his home in Montreal. King is still in the hospital and will be laid up for a week or so. Engineer Doherty will be around in a couple of days.

The wreck was talk of the city yesterday and as early as six o'clock in the morning people were swarming out to the scene by the score.

All day people went out to the scene which was about half a mile east of Ottawa East village. Everyone who saw the accident wondered how the people came out alive.

The Swedes who were in the colonist car, the railway officials say, were very unconcerned. They tumbled out of the car and got into another in rear of it. Then the four last cars on the train were taken around by Chaudiere Junction to the Union Depot, where three new cars were put on and the train went west just two hours late.

CLEARING THE TRACK

The wrecking crews were then got together and at once set to work to clean up the track. This work went on all day and last night until the track was cleared. The rails were not torn up in any way.

During the day the trains that should have left the Central depot were made up at the Union Depot and sent by way of Chaudiere Junction to the short line from Montreal.

The scene at the wreck was an interesting one. Pieces of trunks were scattered about while timbers from the wrecked cars were thrown in all directions. Thousands were out from the city to watch the wrecking train at work. This was the first wreck within walking distance of the city since the one which took place near Hull many years ago. The people were much interested in it and as a result the Elgin Street line did about the largest business in its history.

NOTES

The freight engine in the wreck was No. 1. one of the oldest engines in the company's service. The express engine was No. 303, and has also seen many years of service.

About three feet of the front of either boiler was smashed in. The engines were locked together.

Where the accident happened was on level ground. Had it been half a mile near the city on the trestle work the result of the passengers would have been different.

The track was cleared at 5:30 this morning. It was a big job.

Engineer Dolman and Conductor Horan went home to Prescott this morning. They met with Superintendent Spencer last evening at his office in the Union Depot.

Superintendent Spencer was west on the division when the accident occurred on a tour of inspection. He took the first train he could get and hustled to Ottawa. He reached the wreck at 5 o'clock yesterday evening and at once proceeded to look into the matter. Mr. Spencer said that personally he could not say anything about the wreck except that it was one of the luckiest accidents he had seen in his experience. Mr. Spencer thought it was a marvel that someone was not killed. For the particulars of the accident he referred The Journal to Mr. Spaidal whose statement appears above. Mr. Spaidal is in charge during the absence of the superintendent.

29/09/1903 Ottawa Journal

Montreal and Ottawa

Ottawa, Hurdman

HOLDING INVESTIGATION

Mr. H. B. Spencer, Superintendent C.P.R., was busy all this morning taking evidence of the engineer and conductor of the freight train which was in the collision with the Soo train Sunday morning.

The baggage got out of the wrecked train on Sunday was handled yesterday by the local staff as far as it could be identified and the balance was shipped to Montreal to await any further claims to be made. The baggage principally belongs to the shantyman and the Swedes on the train.

29/09/1903 Ottawa Citizen

Montreal and Ottawa

Ottawa Hurdman

WAS CALLING STATIONS.

Friends of Brakeman Gobey, who was on the "Soo" train, deny that he was lying down in the car when the collision occurred on Sunday morning. He was calling the stations as was his duty and was doing so in the second-class car when the collision took place.

01/10/1903 Chesterville Record

Montreal and Ottawa

Ottawa Hurdman

Express train collides with freight train in Ottawa

A despatch from Ottawa says:- Four people were injured, two engines were badly smashed, and three cars telescoped in a head on collision on the CPR Short Line at the Rideau Yard, just beyond Hurdman's bridge at 1 o'clock on Sunday morning. Coming into Ottawa and travelling at a good rate of speed, the "Soo" train collided with a special freight, which contrary to the rules, had got on to the main line while the right of way belonged to the express. The four persons injured were train hands Engineer J.M. Doherty, Ottawa; Express Messenger R. Thompson; Baggage E. King of Montreal and brakeman Geo. Gobey of Hintonburg. As to the cause of the accident the CPR authorities say there was no reason nor excuse for the freight being on the main line on the time of another regular train, for, knowing that the "Soo" express was due, the freight should have taken a siding. The hands in charge of it however, had evidently forgotten the approach of the express and their thoughtlessness, while imperiling a lot of lives, will incidentally cost the company a tidy sum.

The loss to the CPR is estimated at about \$50,000. The engine, no. 303 attached to the "Soo" train was an expensive type and while not demolished, was badly damaged. The locomotive on the freight train was entirely smashed up. Then there were three cars which were almost entirely telescoped. In addition to that a lot of express parcels and baggage were destroyed. The company did everything to secure the comfort and convenience of the passengers and saw them on their way to their destinations before going ahead with the work of clearing the line.

02/10/1903 Eastern Ontario Review

Montreal and Ottawa

Ottawa, Hurdman

The "Soo" Train in Bad Smash

The Sault express of the C.P.R. which passed here at 11.55 on Sunday morning, collided head-on with a freight at Rideau yard about one and a quarter miles from the Central depot, Ottawa, and created one of the worst railway smash ups that has occurred in the Ottawa district since the wreck of the Toronto train near Stittsville in 1897.

No one was killed although there were some miraculous escapes.

Only four were injured. They were: R. Thompson, Dominion Express messenger, Montreal, cut about the head and nose broken.

Edward King, C.P.R., baggage E. King, Montreal, spine injured and badly bruised.

Michael J. Doherty, 69, Richmond road, Hintonburg, near Ottawa, injury to head and sprained ankle, also badly bruised.

G. Coley, brakeman, Hintonburg, slightly scratched about the head.

The cause of the accident is said to be the neglect of the conductor and engineer of the freight who were on the main line, when, according to the officials, they should have been on the siding.

General Superintendent J. Osborne, gave out the statement that: "No. 7, the Soo express, was running on her own time when she collided with a freight standing on the main line at Rideau yard. The freight crew had exhausted their orders and should not have been on the main line. The crew of the Sault express are exonerated."

The collision took place at 1.06 on Sunday morning, and the escape of the passengers and train crews was nothing short of marvellous. The baggage and express car was completely demolished and ten feet knocked off the end of a colonist car which was full of Swedish immigrants. None of the immigrants were injured, although they were thrown clean to the back end of the car. The passengers in the four last cars, beyond being badly jarred, were not injured.

The escape of Express Messenger Thompson and Baggage E. King with their lives was the most miraculous feature of the wreck. They were asleep when the train struck and in different apartments. When found after the wreck they were piled in together under the tender of the express engine amongst the baggage and broken timbers of the car.

The baggage car telescoped on the engine, leaving the roof on top of the tender and the two engines. Both locomotives stood straight on their wheels. The tender of the express engine was hoisted on end, while the tender of the freight engine was thrown off the track completely on its side. The cab of the freight engine was torn off, and the smoke stack and valves stripped. It is only fit for the scrap heap now. The other engine will likely be repaired. The loss to the Company will be \$17,000

When the express struck the freight it was running at about 25 miles an hour, The freight was standing still.

The blame for Sunday's accident on the C.A.R. short line has been placed upon Conductor Horan and Engineer Dolman, as the result of an official enquiry held by the divisional superintendent of the C.P.R., and the findings will go to the general superintendent for whatever further action is necessary. All of the train hands in the accident were examined by the superintendent and other officials, and it came out that the freight train was on the main line on the right of way of the express. The conductor and engineer were ordered to shunt up to 12.50 and then be clear on the siding. In place of doing that they worked ahead and were on the main line when the Soo express came along. It was a case of forgetting and the smash-up was the result.

A petition is being circulated asking the C.P.R. authorities to have a station agent established at McAlpines. It is the closest point to L'Orignal and the people there are at the back of the move

18/12/1903 Eastern Ontario Review Montreal and Ottawa

Colts Killed

Mr. Duncan McPhee had two valuable colts killed on the C.P.R. track last week. Three of them wandered onto the track and two were struck by a train and killed

06/05/1904 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The trackmen of the C.P.R. had a meeting in Labrosse's hall here Tuesday nightlast. There were representatives present from many points along the line.

03/06/1904 West Quebec Post Montreal and Ottawa Alfred

Peat works

The parties who have secured control of considerable of the swamp lands in Caledonia and Alfred have men at work now preparing a plant for the manufacture of peat for fuel. The plant is being erected near Alfred and a good deal of money is being invested in it.

23/09/1904 Ottawa Journal Montreal and Ottawa

Man killed by trestle near Ottawa East. Located just north of the switch with the O&N.Y. Includes sketch map.

11/11/1904 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

A Narrow Escape

There was very nearly a bad fire at the C.P.R. station last Wednesday (9/11). One of the little children of Mr. Appleby got hold of some matches and succeeded in getting one of them lighted close to one of the beds near which she was playing. The clothing on the bed took fire and was blazing badly when discovered. Mr. Appleby managed to get it outside before the woodwork of the room took fire. A few moments delay would certainly have given the fire such a start that it could not have been checked. Mr. Appleby's hand was badly burned but the little girl was uninjured..

26/11/1904 Ottawa Journal Montreal and Ottawa

Special train is decorated.

The special train which will convey Lord and Lady Minto and party to Montreal this afternoon is composed of three coaches and a baggage car. The coaches are the Governor General's private car "Victoria" a CPR Private car "Canada" and a third CPR private car.

Decorated

The cars were switched to the Central Station this morning.

The special will proceed to Montreal by CPR short line. It is due to leave the Central station at 4.00 o'clock sharp.

05/05/1905 Eastern Ontario Review Montreal and Ottawa Caledonia Springs

The "Springs" Open

Caledonia Springs hotel opened for the season on Wednesday (3/8). It is now under the absolute control of the C.P.R.

Note this edition was shown as 5 August 1905

23/06/1905 Eastern Ontario Review Montreal and Ottawa Navan

Wreck the "Limited"

An attempt to wreck the "Imperial Limited" was made at Navan last Saturday (17/6). Joseph Parisien, assisted by his two brothers, placed a heavy tie on the track. A section man by chance came along shortly before the train was due at Navan and found it.

Parisien has been arrested and confesses to the crime. He is sixteen years of age and is in custody at Rockland. He says he tried to put a heavy rail on the track but was unable to do so.

His reason for such work was that he wanted to see the fast train "jump". His preliminary trial will take place in Monkland next Monday.

The "Imperial Limited" was in a wreck at Kenora on Tuesday, having collided with a stock train. Two persons were killed several injured.

07/07/1905 Eastern Ontario Review Montreal and Ottawa Caledonia Springs

C.P.R. Now Owns Caledonia Springs.

A telephone message to the "Review" just before we went to press announces the opening of Caledonia Springs Summer Hotel by the C.P.R. Co.

The control of "The Springs" is now in the hands of this company and arrangements are under way for the opening of the house inside ten days.

28/07/1905 Eastern Ontario Review Montreal and Ottawa Caledonia Springs

C.P.R. Controls Caledonia Springs

Questioned Monday morning concerning a report current in the street that the transfer of the Caledonia Springs Hotel to the C.P.R. had been completed, Sir Thomas Shaughnessy said.

"Yes, the report is correct, and the Caledonia Springs Hotel is now the property of the Canadian Pacific Railway.

"It will become part of our hotel system, and will be conducted along the lines of our other hotels in this part of the country. Probably there will not be time to open the hotel this season, as the summer is well advanced, but it will be ready for the next.

11/08/1905 Eastern Ontario Review Montreal and Ottawa Caledonia Springs

Grand Opening Caledonia Springs

The Season Started with a Complimentary Dinner

On Wednesday night of last week the hotel at Caledonia Springs was formally opened for business under the control of the C.P.R. company. The event was celebrated by a complimentary dinner by the company to the press men of Ottawa, Montreal and Vankleek Hill and was a most enjoyable affair.

More

11/09/1905 Ottawa Journal Montreal and Ottawa Hammond

Wreck of Soo train. See account in accident file.

September 12 edition contains three line drawings of the wreck.

A serious rear end collision between the Imperial Limited and the Soo express occurred at six o'clock this morning at Hammond twenty three miles below Ottawa on the CPR short line to Montreal. The Imperial Limited, which was running behind time ahead of the Soo broke in two on a grade. A brakeman was sent back with torpedoes to keep the trains apart, but evidently he was not soon enough or else he did not get far enough back to prevent the collision. Fortunately no lives were lost although three train hands are seriously injured and two passengers slightly. The train hands are John Godfrey of the Soo train whose home is in Ottawa, injuries in the back and fractured ribs.

D. Cole, sleeping car porter, coloured, Detroit, left arm fractured and internal injuries.

D.H. Cardwell, sleeping car porter, coloured of Washington DC, skull fractured.

Doctors regard these three cases as serious.

Mrs. Harriet Keene of Whitman, Mass, was injured in the face. Mrs. J. Fagan of San Francisco, also sustained slight injuries.

The crew of the Soo only had time to jump for their lives, one on either side of the track. Fortunately the car of the Imperial Limited contained no passengers but was coming down empty from North Bay. Other the loss of life would have been certain, for it was literally smashed to matchwood. Cole, the porter, was in this wreck, and so completely buried that it took an hour to dig him out. The next sleeper from the end held a number of passengers who were in their berths at the time. All were badly shaken up and most sustained slight cuts. The rear of this coach containing the wash room was badly broken and the car was ditched.

In response to telegraphic messages Doctors Kird, McCarthy, Grant, Power and A.T. Shillington hurried down to the scene of the accident from Ottawa, and ministered to the injured. They were brought back to Ottawa by special, the train hands, who are being looked after in hospital. The spot where the smash happened was one mile from Hammond station.

The Imperial Limited is scheduled to run one hour ahead of the Soo. She was about forty minutes late, however, whilst the Soo was on time.

The break on the Imperial Limited had been noticed and the train crew were recoupling when the collision occurred. Another two or three minutes would have seen the transcontinental safe on her way again.

15/09/1905 *Eastern Ontario Review**Montreal and Ottawa**Hammond*

Rear End Collision at Hammond

The "Soo" Runs into the Imperial Limited - Several Injured but None Killed

The "Soo" train eastbound ran into the Imperial Limited, also eastbound, a few miles from here last Monday morning.

As a result the following persons were injured - Mrs. Harriett Keene, of Whitman, Mass., wounded in the face.

Mrs. James J. Fagan, of San Francisco, bruised. Neither were badly hurt. Col. L. Nicholson, Kamloops, B.C., nose injured.

Three train hands were seriously injured. They were D.H. Cardwell, colored, sleeping car porter of Washington D.C., fracture of skull.

D. Cole colored, sleeping car porter of Detroit, fractured left arm, and internal injuries.

Engineer John Gaffney, Ottawa, ribs fractured and back injured.

(How it happened)

The Imperial Limited runs fifty minutes ahead of the "Soo". The "Limited" was a little late and the "Soo" was sharp on time.

The couplings on one of the cars of the "Limited" were not working properly. As a result the train broke in two and the rear cars stopped. The brakeman hurried back to place track torpedoes to warn the "Soo", but he did not get far enough.

The "Soo" struck the rear car, which fortunately was a sleeper with no passengers in it. No one was on board it but the porter. He was badly injured and may die.

The "Soo" engine plowed through the empty sleeper and struck the second sleeper a hard blow before it came to a stop.

The second sleeper was full of passengers in their berths.

This car was also smashed and thrown from the tracks. The passengers in the other cars hurried out and soon helped the wounded passengers to a place of safety. They were shaken up (indeed and some of them badly bruised).

A wrecking train and a number of medical men and nurses were at once sent out from Ottawa to the assistance of the injured,

Everything was done to make it comfortable for the sufferers and trains were soon on hand to remove the injured to Montreal and to Ottawa hospitals.

There were several Vankleek Hill passengers on the train but none of them were seriously injured.

15/09/1905 *Eastern Ontario Review**Montreal and Ottawa**Alfred*

Explosion at Alfred

James Fraser, aged 21 years, of 208 McLaren street, Ottawa, lies in a precarious condition at St. Luke's hospital from injuries received in an explosion at the Peat Company's works at Alfred on Saturday (9/9). Mr. Fraser was doing his usual work in a small building when the gas exploded on account of dampness. His face and hands were badly injured and he may not recover, Fraser is unmarried and he had been employed by the Peat Company for some time.

21/09/1905 *Ottawa Journal**Montreal and Ottawa**Ottawa Terminal*

CPR has secured options on a number of properties on the west side of Nicholas street between the Canada Atlantic tracks at the "deep cut" and Laurier avenue east, besides having purchased property between Laurier bridge and Nicholas street fronting on Laurier avenue. It is the intention of that company to purchase all that property on Nicholas street lying between the Canada Atlantic tracks at the "deep cut" and Laurier bridge.

...

The traffic of the CPR by the Central Depot since the opening of the short line to Montreal has increased to such magnitude that the yards at the "deep cut" are entirely inadequate to the requirements. Added to this the CPR have no right to allow rolling stock to stand on these tracks and must bring all cars and engines around by Alexandra bridge and through Hull to the Union station. Much time is wasted and energy lost in handling cars

...

Next day - CPR does not secure all land - may have to resort to arbitration..

September 25 - Little difficulty over the Nicholas street property. Two owners only are holding out - arbitration probably will be resorted to..

26/09/1905 *Ottawa Journal**Montreal and Ottawa**Ottawa Terminal*

Change in CPR plans.

May take strip east of Nicholas street..

Would also take property from O&NY..

02/10/1905 *Ottawa Journal**Montreal and Ottawa**Ottawa Terminal*

CPR new freight shed.

The Canadian Pacific Railway has written the city council regarding its proposed developments along the Rideau Canal within the city. It states that it proposes to establish a freight shed and yards on the property between Nicholas street and the CAR tracks south of Laurier ave. east. To utilize this property an entrance to it will have to be obtained along the west side of Nicholas street.

Before making a formal application to the Railway Commission for power to take over the portion of the street required, the company would like to have the city's consent.

..

C.P.R. has filed much more extensive plans.
Greatly increased area for trackage and freight purposes.
Whole block from Ogoode south to the tracks and from Cumberland west to the GTR.

15/12/1905 *Ottawa Journal**Montreal and Ottawa*

C.P.R. after two new tracks
Hon. H.R. Emmerson will hear an application by the Canadian Pacific Railway tomorrow for a couple of tracks for their own use along the canal bank and through the Central Depot. The idea is that these tracks may be used for a through line.
It will be maintained by the CPR that there is enough accommodation for the other roads after they have been provided for.
The Grand Trunk Railway will be heard at the same time and no doubt will oppose the proposition because in its taking over the Canada Atlantic lease held by J.R. Booth for the canal reserve was part of the assets..
Dec 19 - application of CPR will likely not be entertained.

15/12/1905 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

The C.P.R. has at last put on a night operator at the station here. Mr. Borbridge is the new night man. He begins his duties this week.

13/02/1906 *Ottawa Journal**Montreal and Ottawa*

Canadian Pacific Co. purchases for their canal bank entrance.
List of property already bought and to be bought.

28/02/1906 *Ottawa Journal**Montreal and Ottawa*

D. McNicoll of the CP outlines company's plans.
If proper facilities are not given at the Central Station a new line will be built to the Union station via south of the city.
More.
Would construct a line round the south end of the city to Dow's Lake and run all its through trains directly over it to Union station. To near the Exhibition Grounds to connect with the CPR near Dows lake.

...

Would like to see removal of the coal sheds near Ann street..These had been placed there simply to block the O&NY.

23/03/1906 *Eastern Ontario Review**Montreal and Ottawa**Caledonia Springs*

The C.P.R. have begun work upon their new dairy building and poultry houses at Caledonia Springs. These buildings will be rushed forward as rapidly as possible and will be in operation this year. Some thoroughbred poultry stock is already on hand.

09/04/1906 *Ottawa Journal**Montreal and Ottawa*

This also contained some useful diagrams..

C. P. R. ENTRANCE ISSUE CREATING WIDE INTEREST

Ald. Champagne to Move To-night To Rescind Council Action.

There Will However be Strong Opposition to Such Move as Council is Called to Dispose of Reconsideration Motion Only.

Reason for Motion to Rescind.

The special meeting of the city council to-night called to dispose of Ald. Champagne's motion of reconsideration of the vote of Friday evening in favor of sending the city solicitor to oppose before the railway commission the application by the C.P.R. to cross Waller street on its present level crossing is arousing keen interest throughout the whole city. It is not believed that a motion to reconsider will carry as this requires 13 votes, a majority of the whole council and only 12 voted at last meeting in favor of the C. P. R. application going unopposed by the city.

Possibly on this account Aid. Champagne has filed another motion. This is to rescind the vote, and if this is presented and voted upon a bare majority of the council present, provided there is a quorum, can carry it.

Ald. Davidson is out of town and is not expected back until to-morrow. This would leave the parties 12 for rescind and 11 against provided they voted along the lines of Friday evening. In this case the mayor would likely vote nay and leave it a tie, thus defeating the motion. There is, however, strong opposition to allowing a motion to rescind to be introduced at all. According to the rules of order at a special meeting called for a specific purpose nothing but the business mentioned can be taken up. This meeting was called to dispose of Aid. Champagne's notice of reconsideration and if any other motion is introduced the point will at once be raised as to whether it is in order or not.

Whether the city as a corporation oppose the C.P.R. entrance on the Nicholas street level or not some of the St. George ward ratepayers will do so.

Legal talent on their behalf has been already engaged.

The application will be heard at eleven o'clock to-morrow morning before the railway commission. The formal application asks for the right to construct, maintain and operate five tracks across the Southern end of Waller street.

The Improvement commission has already passed a resolution opposing entrance on this level and has forwarded it to the railway commission.

Engineer's View

The following letter written by the city engineer to the Board of Works November 1 last will show why the Board of Works opposed the entrance of the C.P.R. on the level of Nicholas street:

To the Chairman and Members of the Board of Works

Gentlemen - In compliance with your instructions to report upon the application of the Canadian Pacific Railway Company for the right to divert the southern end of Nicholas street for the purpose of bringing their tracks along the west side of same and on the same level, would say that such an arrangement will seriously interfere with the proposed bridge at Somerset street, in so far that if Somerset street is carried over present tracks and the canal it can be built at the same approximate elevation as Laurier Avenue bridge, but should this application be granted the Somerset street bridge will require to be 21 feet higher. This would be unsightly and inadvisable in every way.

Further, I do not approve of the establishment of freight sheds and yards on the west side of Nicholas street and on the same level, but can see no objection to granting the privileges asked provided the tracks are brought in at the same level as the present tracks and a retaining wall built along the west side of Nicholas street.

Yours truly, Newton J. Ker. City Engineer

Struck by Train at Leonard

Man Caught While Driving Across The Track

A man named Eugene Lefavre [sic] was run down by the Winnipeg west bound train at Leonard on Wednesday morning and killed almost instantly. He was gathered up and taken into Ottawa. An inquest will be held.

The "Citizen" gave fuller particulars as follows:- Etienne Lefebvre aged about 32, a well known farmer of Sarsfield, was struck about noon today at Leonard by No. 1 the westbound Winnipeg train, which left Montreal at nine-forty. He died a few minutes before the train reached Ottawa and Coroner Baptis will hold an inquest.

Lefebvre was crossing the track near the Leonard station, when the engine struck the outfit, knocking him to one side. When picked up Lefebvre was unconscious. He had sustained a fracture of the left thigh, two breaks in his left arm and internal injuries as well as bruises about the head. The train hands carried him onto the train and hurried to Ottawa. Lefebvre succumbed while the train was entering the city. He had not regained consciousness. The body was taken to Rogers morgue, Bank street and Dr. Bapris examined the remains. He will decide as to an inquest this afternoon.

About \$24 in all was found in the deceased's pockets as well as a number of letters addressed to "Etienne Lefebvre, Sarsfield". Lefebvre was a married man and had lived at Sarsfield, near Leonard, since he was a boy.

01/06/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. work train has been here this week.

01/06/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

Opens This Week

The C.P.R. management expect to open the big hotel at Caledonia Springs on Tuesday next (5/6). There are more applications for accommodation there this year than ever before. Many of the applications this year come from the West. Manager McGuire says that everything will be in the very best of shape for the opening.

Mineral Water Co.

A big mineral water merger has been effected and a number of Ottawans are interested.

The Canada Minerl Water Ltd., has been incorporated and has acquired the lease of the Caledonia Sprinhs and the Russell Lithia Spring. Plants will be erected at Caledonia Springs so that dealers in Canada and the United States can be supplied with both Caledonia and Russell Lithia water bottled at thje springs. Last year there were 180,000 dozen sold.

22/06/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

Ridgville

Some of our young men were employed this week hauling potatoes to Pendleton Station, where Mr. Byrnes is loading a car.

06/07/1906 *Eastern Ontario Review* *Montreal and Ottawa* *Navan*

A negro was arrested here early on Thursday morning on a charge of attempting to stab the C.P.R. agent at Navan station. He has not yet been tried.

10/09/1906 *Ottawa Journal* *Montreal and Ottawa* *Rideau Roundhouse*

Engine backs through a wall

Is now on rocks back of roundhouse.

At the Rideau round house of the Candian Pacific railway at Hurdman's Bridge, this morning an engine broke through the back of her stall and almost into the water. The round house is slightly elevated to bring it on a level with the main line tracks and the big engine fell a few feet. She is sitting upright on the rocks and the wrecking crew is jacking her up to put rails under her. The accident happened about 7 a.m. The men had lighted her fires and not noticed that the throttle was slightly open and the lever set off the centre. When steam accumulated it found its way into the cylinders and the engine backed up, plunging through the rear wall. The steam failed before she reached the water.

Tuesday September 11. Engine again on track,

There was a gang of men working all day yesterday and all last night at the C.P.R. Rideau Round House, where engine 209, used on the short line, had broken through the back of the round house and almost stood on end on the bank of the river. The engine was again on the tracks. Engineer Ingram, who was in charge of the engine, could not stop it on the incline into the round house.

18/01/1907 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

There is a report in circulation to the effect that the C.P.R. will spend \$200,000, or more, the coming summer on an immense bottling establishment at Caledonia Springs.

It is said that the company intends to ship these waters in very large quantities

05/07/1907 *Eastern Ontario Review* *Montreal and Ottawa*

Vakuable Animals Killed

Mr John Cumming, East Hawkesbury met with a severe loss the past week. He had a valuable ream of horses pasturing in a field bordering on the C/P/R. tracks. By some means the horses got out and on to the track and were run down by one of the C.P.R. fast trains and both animals killed. The loss is a heavy one as the team was a very fine one and valued at \$500.

There promised to be some law over some of these cases.

28/08/1907 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

The Department of Railways and Canals has arranged that there shall be two tracks from the new Central depot to the Interprovincial Bridge.

Deputy Minister Butler with representatives of both G.T.R. and C.P.R. companies visited the ground yesterday and it was decided that two tracks should be put in.

The G.T.R. and C.P.R. were both satisfied with this arrangement and the plans will be amended accordingly.

06/09/1907 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

There was a full grown male wild cat killed by the train on the C.P.R. track about 1½ miles from the station towards Montreal over the Iron Bridge on Sunday night the 25th of August. It is said that there is a whole family of them in this vicinity. This is supposed to be one of them. Mr. Chas H. Regsbeck has mounted the head of the wild cat and the boys in "Happy Hollow" say wait until the first snowfall until they get the rest with their hounds,

06/09/1907 *Eastern Ontario Review* *Montreal and Ottawa*

A kind traveller on the C.P.R. between Montreal and Ottawa gave her little child her purse to play with, when the infant threw it ourt of the window. The purse contasined considerable money, but was found the following day.

TRAIN WRECK AT PLANTAGENET

Fireman Dead, Engineer Reynolds Hurt

TRAINS IN COLLISION

Engine of Extra East Crashed into Ballast Cars on Siding.

John Knox Blackburn, aged about twenty-two, a fireman, was killed, and Herbert Reynolds, an engineer, aged about twenty-eight, of Rochester street. Ottawa, was seriously injured as the result of an accident on the Canadian Pacific Railway at Plantagenet, a station on the Montreal short one, about forty miles east of Ottawa, about 8.15 o'clock last evening. A train of empty coaches, which were being taken to Montreal, collided with a ballast train a short distance from the Plantagenet station, derailing the passenger engine and wrecking several of the coaches. Reynolds and Blackburn were found beneath the overturned engine, Blackburn dead and Reynolds unconscious. The others of the train crew escaped with slight injuries.

It appears, from what little information could be obtained last night, that the train of ten empty coaches left the Union depot at 6.10 last evening, following the second section of the Transcontinental from the West. Reynolds, one of the most careful engineers on the road, was in charge, with Fireman Blackburn assisting him. The cars were being taken to Montreal, and the train, it is said, travelled about fifty miles an hour, making several stops on the way down. Repairs are being made to the track at Plantagenet, and the gravel train was standing on a siding near the station, which is on the left side of the track going east. Just how the accident came to occur is not yet definitely known, but the train ran on to the siding, and plunged into the ballast cars with terrific impact. The crash was heard by those at the station, and the men in charge of the ballast train, and assistance was soon on the scene. The engine had overturned, and several of the cars nearest the engine were smashed.

Physicians were immediately summoned, and efforts made at once to rescue the engineer and fireman. Reynolds was first taken out of the wreckage. He was badly cut up and bruised, and it was feared that some bones were broken. He was carried to a nearby house, where medical aid was given him.

Blackburn was also found under the wreckage, but his injuries had proved fatal. Death evidently had come to him instantly.

Word was wired to Ottawa, and an auxiliary wrecking train left shortly after nine o'clock, bearing several officials of the C.P.R. News of the fatality was also sent to the relatives of the victim. The late Fireman Blackburn had only been on the line about four weeks, being one of the newest men in the service. His home is at Cantley, Que., and he, it is understood, was the main support of his mother. He was not married.

Engineer Reynolds has been on the line eleven years, and is a prominent officer of the Brotherhood of Locomotive Firemen. He is a former Brockville man, is married, and has one child. He is a brother to Mr. D.H. Reynolds, night foreman of the Citizen.

A curious feature of the sad affair was that just before the departure of the train last evening Fireman Blackburn took out an insurance policy. He had been negotiating with a local company for some time, with a view to getting insurance, but had not attached his signature to the policy until just a few minutes before he boarded the engine on the fatal trip.

The short line between Ottawa and Montreal was blocked completely, and transcontinental trains had to travel by way of Smith's Falls.

12/09/1907 *Ottawa Journal**Montreal and Ottawa**Plantagenet***FATALITY .ON SHORT LINE**

Fireman Blackburn Killed. Engineer Reynolds Injured.

BOTH MEN EMPLOYEES OF C.P.R.

Smash-up Occurred Last Evening By Empty Coaches Crashing Into Ballast Train.

A special train which arrived at 10.14 this morning had on board Engineer Herbert Reynolds, of Ottawa, who was severely injured in the collision which occurred about 1.15 o'clock last night on the C.P.R. Montreal Short Line near Plantagenet station, 40 miles east of Ottawa, the accident resulting in the death of Fireman F. K. Blackburn, also of Ottawa.

Mr. Reynold is now at St. Luke's Hospital where he is reported to be doing very nicely. One leg is badly hurt, no bones are broken. His face is also cut and bruised to some extent, but otherwise his injuries are not thought to be serious.

The body of the late Fireman Blackburn will arrive this evening, when it will be taken to his home at Cantley, Quebec, for burial.

The accident was said to have been caused by a ballast train being on the main line track near the station where some repairs are being made, when a train of empty coaches being taken to Montreal crashed into it with great impact. The engine of the passengers special was overturned and three coaches smashed, while under the cab was found the body of the fireman, quite dead. Engineer Reynolds, who saw the obstruction in the line, applied the emergency brake and yelled to Blackburn to follow him. The fireman evidently did not hear him aright. Reynolds ran back on to the tender and when the crash came was pitched 60 feet over the fence. He was unconscious when found, but soon recovered. The rest of the crew escaped without serious injury.

When the accident happened the train was travelling at a fast clup [sic], the empties were being taken to Montreal to be used in making up an excursion train. Medical attendance was at once procured and every assistance given to engineer Reynolds. Frederick Blackburn, the fireman was instantly killed, his body being found pinned under the wreckage.. He was a new man on the road having only joined the service about four weeks ago, it is said. His home was in Cantley, Quebec, where his widowed mother lives, and it is said he was her main support.

Herbert Reynolds is well known in this city, has been on the road eleven years, and is an ocer [sic] of the Brotherhood of Locomotive Firemen. He is married and has one child.

The track was quickly cleared, an auxiliary from Ottawa being quickly on the spot. An investigation will determine the cause of the smash and who is responsible for it.

12/09/1907 *Montreal Gazette**Montreal and Ottawa**Plantagenet***WRECK ON THE C.P.R.**

Fireman John Knox Killed and Engineer Reynolds Injured.

Ottawa, September 11 (Special). A bad wreck occurred tonight on the C. P. R. Montreal-Ottawa short line at Plantagenet station, as a result of which John Knox, a fireman, lost his life. An extra left Ottawa at 6 o'clock tonight to run to Montreal with ten empty coaches. Herbert Reynolds, of Ottawa, was engineer, and it is said that the train was running at the rate of fifty miles per hour when it plunged into a ballast train at Plantagenet at about 8.16 p.m. The passenger engine and several cars were wrecked, Knox being taken out dead, and Reynolds badly, though not fatally, injured. Responsibility for the accident had not been fixed tonight. Reynolds has the reputation of being a very careful engineer. Knox was on the road only a few weeks. He resided with his mother at Blackburn, near Ottawa. A curious feature of the sad affair is that he took out an insurance policy about an hour before he left Ottawa on the fatal train. The line was blocked tonight, though a wrecking train was despatched from Ottawa.

Transcontinental trains had to be sent around by way of Smith's Falls.

12/09/1907 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

Account of wreck at Plantagenet. See accident file.

INQUEST PROCEEDING

Plantagenet Pitch-In Evidence before Coroner.

Plantagenet, Ont., Sept. 20 (Special.) The inquest, adjourned from Sept. 12, into the facts surrounding the accident in which the late John Knox Blackburn met his death opened here at 10.30 o'clock today.

A searching inquiry into the details of the accident is being made by Coroner Derby of L'Orignal. The witnesses examined this morning were Mr. Thomas A. Wilson, C.P.R. yard agent; J. B. Garton, relieving train despatcher, both of Ottawa. and Mr. James F. Morrisette, station agent at Plantagenet, the place where the fatal pitch in occurred.

The other witnesses are to be heard this afternoon, after which a verdict will be rendered by the jury. C.P.R. Solicitor Curie of Ottawa is here looking after the interests of the company, while the parents of the deceased are also present.

The inquest is being held in the town hall at Plantagenet village, which is about one mile from the station. From the evidence given today it appears that there was no night operator at Plantagenet on the night of the accident.

20/09/1907 *Eastern Ontario Review**Montreal and Ottawa**Plantagenet*

Bad Accident at Plantagenet

C.P.R. Fireman Killed

Plantagenet, September 12. John Knox Blackburn aged about twenty-two, a fireman, was killed and Herbert Reynolds, engineer, aged about twenty-eight of Rochester street, Ottawa, was seriously injured as the result of an accident on the Canadian Pacific Railway at Plantagenet.

Reynolds and Blackburn were found beneath the overturned engine, Blackburn dead and Reynolds unconscious. The others of the train crew escaped with slight injuries.

Fifty Miles an Hour.

The train of ten empty coaches left the Union Depot Ottawa at 8.10 in the evening, following the second section of the Transcontinental from the west. Reynolds, one of the most careful engineers on the road was in charge, with Fireman Blackburn assisting him. The cars were being taken to Montreal, and the train, it is said, travelled about 50 miles an hour, making several stops on the way down. Repairs are being made to the tracks at Plantagenet, and the gravel train was standing on a siding near the station, which is on the left side of the track, going east. Just how the accident came to occur is not yet definitely known, but the train ran into the siding and plunged into the ballast cars with terrific impact.

Blackburn Instantly Killed.

Physicians were immediately sent for, and efforts made at once to rescue the engineer and fireman. Reynolds was first taken out of the wreckage. He was badly cut up and bruised, and it was feared that some bones were broken. He was carried to a nearby house where medical aid was given him. Blackburn was also found under the wreckage, but his injuries had proved fatal. Death evidently had come to him instantly.

Ottawa Sept. 17 - Inspector McColl of the Railway Commission, is holding an inquiry into the accident at Plantagenet, on the C.P.R. last week, in which the fireman of the express, J.N. Blackburn lost his life, and the engineer, Reynolds, was injured.

Reynolds recovering

Herbert Reynolds of the C.P.R., who was injured in the wreck at Plantagenet in which Fireman John Knox Blackburn, was killed, is doing nicely in St. Luke's hospital. He was brought to Ottawa in Mr. H.B. Spencer's private car. His left leg is crushed and his nose smashed.

The dead fireman was 23 years old and the son of Mr. Andrew Blackburn, Cantley, Que.

The remains reached Ottawa at midnight and were taken to Cantley on the morning train. The funeral will be held from his father's residence to the Presbyterian church thence to the family cemetery.

23/10/1907 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

A C.P.R. engine used in the trestle repairing operations on the track at the north end of the Interprovincial Bridge exploded yesterday afternoon at about three o'clock, but beyond the damage to the engine there were no serious results. The place at which the accident happened is a dangerous one, as there is a drop of from twenty to fifty feet on either side of the bridge. The force of the explosion was not severe enough to cause the engine to be derailed, but it blew out the front "air drum" part of the locomotive. It was removed later for repairs.

29/10/1907 *Montreal Weekly Witness**Montreal and Ottawa**Rigaud*

Thanks to the bravery of O. Sicotte, a child has been saved from death at Rigaud. Sicotte, who is a brakeman, was standing on the front of the engine in order to be able to open a switch a short distance up the line, when he saw in front of him a small girl right in the middle of the four foot way. He shouted to her but could not attract her attention. There was no time to stop the train, so without a moment's hesitation, and at the imminent risk of his own life, Sicotte, grasping the cow catcher with one hand, leaned forward, and as the engine reached the child he lifted her to a place of safety.

01/11/1907 *Eastern Ontario Review**Montreal and Ottawa**Rigaud*

Brave Act at Rigaud

When the Ottawa train from Montreal left Rigaud last night O. Sicotte, brakeman of the Smiths Falls division, performed an action which saved the life of a small child, who but for his bravery would certainly have been killed.

When the train leaves Rigaud, the brakeman stands on the front of the engine in order to be able to open the switch a short distance up the line.

Sicotte, standing there, saw in front of him a small girl in the middle of the track.

He shouted to her, but could not attract her attention. There was no time to stop the train so without a moment's hesitation and at imminent risk of his own life Sicotte, grasping the cowcatcher with one hand leaned forward, and as the engine reached the child he lifted her to a place of safety.

10/04/1908 *Eastern Ontario Review**Montreal and Ottawa**Plantagenet*

Engineer Reynold, who is wanted to give evidence at Plantagenet concerning the death of John Blackburn in an accident at Plantagenet last September, is still in hospital in Ottawa and will not be able to attend the inquest called for next week.

Andrew Blackburn the father of the deceased fireman, has settled his action for \$5000 damages against the Company, The C.P.R. has paid him \$1000.

19/05/1908 *Montreal Gazette**Montreal and Ottawa**Plantagenet*

PLANTAGENET COLLISION

Lack of Night Operator and Ballast Crew Coaling on Main Line Blamed by Jury.

Plantagenet, May 18. (Special.) "We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station on the night of Sept. 11, 1907, and that this collision was caused by the negligence of the said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We find also that this has been the usual practice and we recommend that in the future this be prevented."

The foregoing verdict was found tonight at the inquest touching the death of Fireman Blackburn, on the Montreal-Ottawa division of the C.P.R.

last fall. The jury was out seven hours. The principal witness today was Engineer Reynolds of Ottawa, who was in charge of the train which crashed into the line of ballast cars. Reynolds, who spent several months in hospital from his injuries, swore positively that the ballast train was not protected by the semaphore lights.

Leonard Derby, a medical student, son of Coroner Derby, helped to take Blackburn from the wreck, and his evidence bore out that of Reynolds.

The dying words of the fireman were: "Why didn't those fellows put up the semaphore?"

Railway Blamed For Negligence

A coroner's jury at Plantagenet yesterday heard witnesses relative to the accident on September 11th last which rendered the following verdict: "We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station, on the night of September 11th, 1907, and that this collision was caused by the negligence of the said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We find also that this has been the usual practice and we recommend that in future this be prevented."

19/05/1908 *Ottawa Citizen**Montreal and Ottawa**Plantagenet***PLANTAGENET WRECK INQUEST**

Jury Decides Company Was Negligent

BLACKBURN'S DEATH

Engineer Reynolds Tells His Story of the Fatal Accident.

Plantagenet, May 18 "We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station, on the night of September 11. 1907, and that this collision was caused by the negligence of the said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We find also that this has been the usual practice and we recommend that in the future this be prevented."

The foregoing verdict was reached tonight after seven hours' deliberation by the coroner's jury. In the inquest regarding the death of John Knox Blackburn, the C.P.R. fireman, who was killed in the wreck here on September 11 last. It was resumed at 11 o'clock this morning under Coroner Dr. Derby of Plantagenet. Crown Attorney Maxwell of L'Orignal; A. E. Fripp, K.C., Ottawa, representing Engineer Herbert Reynolds and G.D. Kelly, of Scott and Kelly, representing the C.P.R., were present.

The first witness called was Engineer Reynolds, of Ottawa, who was so severely injured in the wreck that he was a patient at St. Luke's hospital for eight months. Mr. Reynolds told a straightforward story and made a deep impression on the jurors. He explained fully the various orders he received on the fatal night, and swore positively that semaphore was down when approaching Plantagenet station. He also stated that a white light instead of the standard green was shown. He knew that the semaphore lights had been out of order as he had passed it a day or two previously, and knew other trains had been passing it daily. He also swore that he had instructed Fireman Blackburn to look out for the semaphore as it was on his (Blackburn's) side of the engine. Blackburn reported that the board was down and the engineer who had his train slowed up proceeded. He observed no lights whatever at the station and was given no signal until within seventy yards of the obstruction on the main line. He then applied the emergency brakes but was unable to stop his train to avoid the collision. Reynolds said in answer to a question that the conductor, trainmen and fireman were all new to this short line division. When asked why he did not stop to register, Plantagenet being a registering station, he said he did not intend to stop, although he knew the rule was to register but was seldom observed. He saw the rear end of the ballast train on the siding and he naturally thought the line was clear. He, witness, then detailed what happened, explaining fully the painful injuries received.

After Engineer Reynolds had conceded his testimony an adjournment was made for an hour for dinner.

BLACKBURN'S DYING WORDS.

When the enquiry resumed the first witness called was Leonard Derby, a medical student, son of Coroner Derby. He said he was present at the station a short time after the accident had happened and assisted in removing Blackburn from the debris. When asked if Blackburn had made any statement the witness swore positively that Blackburn had said before he died: "Why didn't those fellows put up the semaphore?"

The next witness was Constable Raymond, who had been detailed by the coroner to make measurements of the sidings which the ballast train occupied as previous witnesses had stated that it was impossible to place the work train consisting of twenty-eight cars on the main siding. Raymond swore that he had carefully measured the siding and found a space of 1,170 feet from the crossing to the switch, which was ample room to hold the ballast train, which would not occupy more than 1,064 feet, therefore there was plenty of room to coal up without occupying the main line and the collision would have been averted.

This was all the evidence offered. After the coroner had reviewed the evidence the jury retired and after a deliberation of seven hours the above verdict was returned.

29/05/1908 *Eastern Ontario Review**Montreal and Ottawa**Plantagenet*

Plantagenet. The adjourned inquest into the death of John Knox Blackburn who was killed in the railroad wreck at this station on September 11th last year was concluded on Monday in the town hall here. Coroner Dr. Derby held the inquest. J. Maxwell, County Crown Attorney, Mr. Frepp for Engineer Herbert Reynolds, and Mr. Kelly of Scott and Kelly for the C.P.R. were the lawyers present.

The evidence of the former settings was read to the jury after which Engineer Reynolds was put in the witness box. He swore that he was engineer on the special train of coaches which smashed into the gravel train standing on the main line at Plantagenet station. He told of knowing that the green light on the semaphore had been broken and showed a white light. His fireman, Blackburn, noticed this and the train was slowed down. The arm of the semaphore was still showing that he (Reynolds) had a clear way. Engineer Reynolds explained that, although Plantagenet was a registering station, he had not intended to stop there because the rule of stopping at all registering stations was not observed with a train of empty coaches. He also said that the order board was not against him. He said he knew that the gravel train was at Caledonia Springs, Alfred or Plantagenet. After having slowed down at Plantagenet he observed that on the siding were flat cars loaded with gravel and not seeing any headlight on the main line, because a car ahead of the engine, he proceeded. He only got a short distance when he received a signal to stop. He applied the emergency brakes but it was too late to avert the collision.

Mr. Reynolds was in St. Luke's Hospital in Ottawa for almost eight months. On his leg, injured in the wreck, were grafted eighty square inches of skin taken from himself and ten brother engineers who volunteered to do this service for their mate. Mr. Reynolds is still unable to walk without the aid of crutches.

The court after hearing the engineer's evidence adjourned for lunch. The first witness examined at the afternoon sitting was Leonard L. Derby who was present at the wrecks and who assisted in removing fireman Blackburn from the debris. He swore that before Blackburn died he heard him say "why didn't those fellows put up the semaphore."

The next witness was Jules Raymond. He had made measurements of the tracks, station platform etc. at Plantagenet station and swore to the correctness of these. These measurements showed that there was sufficient room for the gravel train to coal on the siding without going on the main line and thus the collision would have been avoided.

After examining this witness the coroner reviewed the evidence. The jury retired and after deliberation of almost six hours came the following verdict:

"We find that the late John Knox Blackburn came to his death in a collision on the C.P.R. at Plantagenet station on the night of Sept. 11th 1907 and that this collision was caused by the negligence of said company in not having a night operator at that station, and the ballast train crew coaling on the main line when there was sufficient room for them to coal on the main siding. We also found that this has been the usual practice and we recommend that in future this be prevented."

Engineer Reynolds was accompanied by his two brothers and a large number of railroad friends.

14/08/1908 *Eastern Ontario Review**Montreal and Ottawa*

So far the strike of the mechanics on the C.P.R. has not affected the running of the trains on the main line.

Arrested at Vankleek Hill

Two Ottawa prisoners were detained at the C.P.R. station here last Friday.

They had robbed Pratt's boot and shoe store in Ottawa and had shipped their plunder as baggage to Vankleek Hill. Detective O'Meara, Ottawa detected them on the train and placed them under arrest.

They were taken off the train here and were in a very ugly mood when they found they were caught in the very act. The Ottawa Free Press reports the case as follows:

Frank Murray, alias James Smith, and Thomas McKay, were arrested by Detective Jos. O'Meara yesterday afternoon on a train between Ottawa and Vankleek Hill by Detective O'Meara on the charge of breaking into the shop of Isaiah Pratt, the Wellington street shoe dealer, the night previous and stealing goods to the amount of nearly \$400. Both men said they were guilty and asked to be tried by Magistrate. They were remanded until Wednesday.

The arrest marks a particularly clever piece of Detective work on the part of O'Meara. He first ascertained that a couple of valises had been checked to Vankleek Hill during the afternoon, and as they resembled some of the missing stuff, he got aboard the train as it left Ottawa at three o'clock. Near Vankleek Hill O'Meara spotted his men and placed them under arrest. As he informed them of this Murray sprang at him and McKay pitched in at once. In an instant the train was in an uproar, the three men fighting all over the car. O'Meara gamely held his own and after five or six minutes of fierce fighting Mr. J. H. Hownie of Winnipeg, inspector of immigration rushed to O'Meara's help. They succeeded in downing the burglars and handcuffing them to the seat. In this shape they reached Vankleek Hill. Here they were taken off and transferred to the up train and brought back to Ottawa.

Frank Murray is no stranger to the police. In 1903 he was arrested by chief detective Dicks on a couple of charges of shop breaking and was sent down for five years. He was released about a year and a half ago. When arrested he gave the name of Martin. McKay, his companion, is not known to the police.

07/05/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

The railway commission was in session in Ottawa this week., A case of much local interest in the county before the Commissioners. This was the application of the C.P.R. for approval of a new bridge at Cobb Lake, near Pendleton, on the short line between Montreal and Ottawa. This is the point where the flooding takes place every spring and this new bridge is intended to obviate this. Some objections were urged by Mr. Corriveau, engineer of the department of public works, who suggested some changes in the proposed structure. The plan was finally consented to with certain stipulations.

14/05/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

A Very Sad Accident

Mrs. Alex Hunter, Stepney (Green Lane) was accidentally killed by a C.P.R. train here on Tuesday night at the station crossing. She was driving home just at train time at 5.30 p.m. She saw the eastbound train pull into the station and stop. She watched this train and attempted to drive across the track, forgetting the westbound train was approaching from the opposite direction. It was approaching very slowly, but she did not see nor hear it. The horse got across safely but the engine struck the rig and Mrs Hunter. She was thrown about thirty feet. Her arm legs and hip were broken.

Dr. McDonald was called and Mrs. Hunter was taken to the home of Mr. R. Dunning, where she died a few hours later. Her age was 74 and she was a lady who was widely known and greatly respected. The news of her sad death was a great shock to the community.

Coroner Doyle, Hawkesbury, called a jury together on Wednesday evening and viewed the body, An inquest will be conducted in the West Hawkesbury Township Hall this afternoon.

A husband and a grown up family survive. Mr. Hunter, who has been in poor health for a long time, was overcome when he heard the news of the sad death of his life's partner.

Mrs. Hunter had been taking home one of her daughters, Mrs. Barton, and was just returning when the accident occurred.

14/05/1909 *Eastern Ontario Review* *Montreal and Ottawa*

The distribution of flower seeds, bulbs and plants by the C.P.R. to all its station agents is a bigger thing than most people imagine.

There were fifty thousand packages of seeds with thirty two varieties in each, as well as two hundred thousand bulbs.

This was an expenditure that this corporation was not by any means obliged to make.

It is an act that goes a long way to show that the Company's officers have some thoughts for their employees and for the people who cross the continent on their splendid trains.

The act is a most commendable one and deserves more thanks from the public than it is likely to receive.

11/06/1909 *Ottawa Citizen* *Montreal and Ottawa* *Plantagenet*

A Derailment

Traffic on the Canadian Pacific short line was interfered with yesterday owing to the derailment of three ballast cars at Plantagenet. A wrecking crew had to be sent down from Ottawa. The east bound trains were delayed three hours and the Montreal express an hour and a half.

11/06/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Leonard*

The C.P.R. eastbound train was delayed several hours yesterday through a gravel train getting off the track at Leonard.

12/07/1909 *Ottawa Citizen* *Montreal and Ottawa* *Plantagenet*

Freight Car Blocked Line.

The derailment of a freight car near Plantagenet on Saturday night caused a blockade of the C. P. R. line for a few hours. There was no one injured. The two westbound Transcontinental trains. No. 7 and No. 37, were sent through via Smith's Falls and Carleton Place, passengers for Ottawa coming in on a special from the latter point.

10/09/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. authorities placed a watchman at the crossing on the Hawkesbury road this week to count the number of carriages and pedestrians that passed over the crossing in forty-eight hours. The information will be laid before the Railway Commissioners when the question of ordering a permanent watchman there is considered in Ottawa next week.

16/09/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. crossing

The municipalities of Vankleek Hill and West Hawkesbury have been notified that the Dominion Railway Commission will take up the question of ordering a watchman at the C.P.R. crossing here. The matter will come before the Commission in September 7th. Representatives from the two municipalities are notified to attend. Other crossings both in West and East Hawkesbury and Caledonia may also be considered at that time.,

29/10/1909 *Eastern Ontario Review* *Montreal and Ottawa* *Caledonia Springs*

The Canadian Pacific has other means than its telegraphy wires and its mail train to carry news. Two carrier pigeons belonging to the company's stock at Caledonia Springs, were released the other day by Mr. Geo. Duncan from the Ottawa city ticket office of the company, and covered the distance in a short order. Tied to them were messages to manager Cole, Caledonia Springs Hotel. The birds are the third generation of a flock originally brought from Boston, and for some time they displayed a marked tendency to make back for the centre of culture and baked beans. The company has constructed a special loft for the pigeons and the later generations are content to stay at Caledonia. Every now and then a couple of the birds are taken away a hundred miles or so and then released. They invariably find their way back home with unerring exactitude.

Alfred Peat Bog Said to be Valuable

-- a peat bog of about 300 acres at Alfred, a little distance from Ottawa, on the C.P.R. The peat here is of good quality and eight or nine feet thick. Extensive works have been installed and the manufacture of peat fuel by air-fried process has been successfully established.

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04/04/1910 *Ottawa Journal* *Montreal and Ottawa* *Nepean Point*

Report of the hearing on the complaint that the Maniwaki line commuters wanted trains to be run into Central Station over the Interprovincial Bridge.

Suggested that C.P.R. could use the Hull Electric station.

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"I agree with Mr. Murphy" stated Judge Mabee, who presided, "One day a car of passengers will be dumped off the bridge."

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It was suggested by city solicitor McVeity that the C.P.R. be compelled to build a small station near Nepean Point --

15/04/1910 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. contemplates the renaming of the station here and calling it "Vankleek" instead of "Vankleek Hill". The shorter name will be far more convenient and is used by very many persons already.

21/04/1910 *Ottawa Journal* *Montreal and Ottawa*

The Board of Railway Commissioners this afternoon passed an order that all Gatineau passenger trains shall arrive and depart from Sappers Bridge during the months of May to October. The order goes into effect on the first of next month.

06/05/1910 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

There were no less than fifty-seven horses shipped to the West from Vankleek Hill C.P.R. station on Tuesday morning. Messrs. E. Mooney, Dr. B. Labrosse, R. Campbell, O.J. Wood, were among the senders

27/05/1910 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Peat At Alfred

The only plant of its kind in Canada which is designed to manufacture and does successfully manufacture peat into fuel is now in operation at Alfred, Ont., a little french village about 45 miles from Ottawa that nestles between the parallel lines of the C.P.R. and C.N.R. and is touched by both. The property of the Dominion government, it has been established by the mines branch of the department of mines as a demonstration of the possibilities of the peat bogs, with which Canada, but more especially, Ontario, abounds. It first started operations on May 16 and is now in full swing. A reporter who paid the plant a visit was courteously received and was shown about by Mr. A. Anrep, who is in charge. Mr. Anrep is a son of Mr. A. Anrep, Sr., of Sweden, the inventor of the Anrep plant one of which is in operation at the Alfred bog. He has had experience in England, Scotland and Ireland and under direction of the mines branch, has prepared several valuable reports.

There are 300 acres of peat available at Alfred, the peat going to an average depth of 10 feet under which is clay. The quality of the peat improves the depth. The Dominion government Peat Plant, as it is called is situated on a section of bog two miles west of Alfred Station on the C.P.R. A passerby sees a broad expanse of boggy field on which are sitting one long peat shed for storage purposes; two small frame houses one Mr. Anrep's office, and the other a blacksmith's shop, and on the opposite side of the field, a large engine, very much like an ordinary steam shovel.

This engine constitutes the main feature of the plant which was imported from Sweden, where there are about 500 in operation. It is known as a great peat machine or pulper and its method of operation is as follows. A long trench, 19 feet wide is cut, 8 feet down on the peat and the pulper is placed in this. A carrier conveys the peat as it is dug from the trench to a hopper. A 600 foot circular track in the middle of the bog furnishes a right of way for 8 peat carriers, each of which holds 7 tons of peat. As each car passes by the pulper, the ground peat is dropped from the hopper of the latter into it. A 34 horse power engine which itself burns about 4 tons of peat fuel per day and thus costs practically nothing to operate, furnishes motive power for both hopper and cable cars.

The next process is to convey the peat in the carriers to what is known as a field press. This spreads it up on the ground in long parallel rows and it is then shaped into bricks by means of a three knived instrument turned over by boys and left to dry in the sun and air for three or four weeks, when it is stored in the peat shed ready for transportation.

The peat pulper is moved along every 3 or 4 hours; the press three times a day and the tracks along which the cable pulls the peat carriers are moved about twice a month when the exhaustion of one part of the bog renders it necessary. The average capacity of the plant is 25 tons per day although it can run up to 30 tons. Altogether 14 men and two boys are employed. The men are given \$1.75 per day and dinner while the boys are paid 8c for every 1,000 bricks they turn over. A peat worker's job judged by the standard that obtained elsewhere in government service is so [sic] sinecure for he works from 7 a.m. til, 6 p.m. and gets few holidays.

"We can produce peat here for from \$1.75 to \$1.80 per ton," said Mr. Anrep to the reporter. "One and four fifths tons of peat equals 1 ton of anthracite. It costs us 80c per 1,000 peat bricks (about 1 ton) to manufacture and spread them; 8c. per 1,000 turn and dry; 25c for stocking and moving; 20c to transport to Alfred station which, allowing 35 per cent for per capita expenditure and 30c for extra labor, means that the peat delivered to Alfred station costs from \$1.80 to \$2 per ton. The cost of transportation to the city, is unfortunately somewhat high at present, about the same as grain.

"The peat can be used in any stove except that for houses a special stove is necessary on account of thinness of the ash. I use it on my own stove and light it with paper. Peat takes about twice as much room for its weight as coal. It is a splendid fuel to use in connection with producer gas."

The Alfred Peat bog, it must be remembered, is practically useless for agricultural purposes so that its employment as a source of fuel means the reclamation of land otherwise waste. The importance of the peat deposits of Ontario in connection with the future of the coal-lacking province has long been recognized by the mines branch under Dr. Eugene Haanel, its able director. As is generally known, a peat using plant for the production of producer gas has been established in Ottawa and receives its fuel supplies from the peat manufacturing plant at Alfred.

The American peat Society which meets in Ottawa on July 25, 26 and 27, will visit the Alfred plant.

22/07/1910 *Eastern Ontario Review* *Montreal and Ottawa* *St. Eugene*

St. Eugene. Great improvements were made at the C.P.R. station here such as a cement foundation and cellar, the lowering and lengthening of the platform, all of which was first class work, with the exception of something to sit on outside, such as we have at Vankleek Hill and elsewhere to accommodate people who are waiting for the train.

06/01/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The largest load of brick weighing 5 tons 350 lbs. was taken from J.D. Reasbeck's yard to the C.P.R. station by Fred Fournier with a team of Mr. Steel's horses Saturday afternoon.

23/02/1911 *Merrickville Star-Chronicle* *Montreal and Ottawa* *Vankleek Hill*

Record Time

A record performance was made on Sunday, February 6th, by the C.P.R. when, it ran a special train from Montreal to Vankleek Hill, a distance of nearly sixty miles, in one hour and twenty minutes. The train was carrying a physician to a dying child, the two-year-old daughter of Capt. Lawlos of Hawkesbury, who was suffering from diphtheria. Horses were waiting the arrival of the train at Vankleek Hill and the doctor was driven with all haste six miles through snow drifts to Hawkesbury. In a little over two hours from the time he left Montreal an operation was performed and the child's life was saved.

Lady Injured at Caledonia Springs

A lady came very nearly being killed instantly at Caledonia Springs on Saturday last.

The Sunday School of the Dominion Methodist Church came to the Springs on Saturday to hold a picnic.

A special train carried the party and was run up to be backed onto the siding.

The lady stepped off just as the train went to back up. She stumbled and fell and just managed to crawl out before the train caught her.

She got a few cuts and scratches on the hands and face and was ill during the day from shock.

02/08/1911 *Ottawa Journal* *Montreal and Ottawa* *Interprovincial Bridge*

The C.P.R. asked the Water Works Committee last night for permission to tap the St. Patrick street main and lay a pipe along the Interprovincial Bridge and a six months water service was granted. There have been three fires on the bridge recently and a better service for fire protection is needed. More.

18/08/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Navan*

An Assault Case

C.P.R. constable Law was here conducting a case against Marshall Rothwell of Navan. Mr. Rothwell got into a dispute with the station agent at Navan, Wm. Thorne, and struck the latter in the face. The magistrate at Vankleek Hill fined Rothwell \$10 with costs. The total amounted to over \$40. The dispute arose over the placing of some empty cars at Navan Station.

25/08/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. is finding much difficulty with the shortage of water at the Vankleek Hill station. Trains are being daily delayed from this cause.

27/10/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Pendleton*

Pendleton The C.P.R. is making extensive improvements on the local station in the way of a concrete foundation and a new addition to the platform.

03/11/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

The Peat Plant at Alfred

The establishment of a 15,000 ton peat plant near Ottawa, announced in the Citizen some time ago, will be followed by the closing down of the government peat plant at Alfred.

"We built and operated the Alfred plant merely to demonstrate what could be done in the matter of the economical production of peat," said Dr.

Haanel, superintendent of the mines branch. "Now that sufficient interest has been awakened to result in the erection of such a large plant as will be built there is no further object of running our own plant which will accordingly shut down."

The mines branch had some trouble securing cars to transport its peat, but this has now been settled.

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10/11/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Will Still Manufacture Peat.

-- announcement that Mr. J.M. Shuttleworth of Brantford and associate manufacturers have become convinced that the air-dried peat fuel making method employed by the mines branch can be made a commercial success that they have contracted with the government to continue the work at Alfred, Ont., and will spend over \$50,000 of private capital in trying an improved Anrep peat machine.

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10/11/1911 *Ottawa Journal* *Montreal and Ottawa* *Alfred*

The C.P.R. seeks to purchase the government peat plant at Alfred. Article.

24/11/1911 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

C.P.R. May Buy

Ottawa, Ont. Nov. 10. The Canadian Pacific Railway Co. has opened negotiations with the Mines Branch of the Government to purchase its entire peat plant at Alfred, Ont. The company desires to continue the industry on commercial lines, and supply the City of Montreal in particular with peat fuel. It regards the success of the Government experiments as incontrovertible proof that peat production in Canada has now become a commercial enterprise of much importance.

08/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Full account of wreck of Pontiac train in which five killed and 17-20 injured. Hit by a work train. Pontiac train was backing into Ottawa--just as it was rounding the curve near the steel bridge over which the Hull Electric cars go --Pontiac express--

Warrant issued for the operator--

Freight train consisted of engine 488 and two flat cars 30401 and 34189 loaded with logs and a heavy steel coal car 54358 and a caboose. The

freight train in question leaves Ottawa every day for Hull with coal, logs and other material.

Passenger train consisted of engine, tender, second class coach 1937 and first class car 507.

09/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Picture of the wreck. More stories.

17/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Boal, operator at Hull arrested in Chicago - will be brought back. More.

19/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

Railway and Operator responsible for the wreck.

Jury blames C.P.R. primarily for fatalities at Hull

Boal had worked nearly nineteen hours.

Full account.

Jury found that the line clear system was not a safe one and recommended a "staff" system be installed.

29/03/1912 *Ottawa Journal* *Montreal and Ottawa* *Hull*

C.P.R. dismisses dispatcher who gave order to Boal. Boal had already been dismissed.--

05/04/1912 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Alfred Peat Plant to Open

The private company that has taken over the government peat plant at Alfred, Ont., hopes to begin operations on a big scale about May 1st.

Machinery of the very latest kind for manufacturing peat is now on its way to Alfred from Hamilton, where it was manufactured.

When the new plant is installed it will have a capacity of ten to fifteen thousand tons per season. The season will be from May to September. It is the intention of the company to work a day and night shift. Nearly all of the work will be done by electric energy, which will reduce the cost of manufacture to a minimum.

If the prospects of the company pan out as expected - and there seems no reason why they should no, peat fuel will be sold in Ottawa shortly at an attractive price and the fears which generally precede an expected coal strike will be considerably obviated.

Since the wreck of the Pontiac train at Hull last month, whereby five persons were killed and several injured, the C.P.R. has introduced a new block system between Hull and Ottawa which if it is strictly observed, will prevent a recurrence of the accident.

According to the rules of the present system a train cannot leave Hull or Ottawa before the conductor has obtained a staff which is locked and unlocked by an electrical arrangement. Only by deliberately ignoring the system could another collision of two trains occur between Hull and Ottawa. The Pontiac train still continues to back in from Hull to Broad Street station, but, by the new arrangement there is little or no danger of an accident.

24/05/1912 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

One of the interesting cases to be heard at the coming assises next week will be that of Stephens v. The Canadian Pacific Railway. It will be remembered that this case was tried last year and Mr. Stephens secured a verdict of some \$2,000 damages against the company for the loss of one of his feet which he had severed from the leg by a train running over it. Mr. Stephens got his foot caught between the plank and the rail at the approaching of a train and was unable to free himself before the engine came, so he laid down to save himself but his foot was severed above the ankle, hence the action. The company was not satisfied and applied for a new trial which they succeeded in obtaining. The accident occurred at what is known as McCann's crossing near Vankleek Hill.

31/05/1912 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

John Stephens Wins Again

Mr. John Stephens has again won an action against the C.P.R. for damages for an accident by which he lost his foot. The accident happened at McCann's Crossing. Mr. Stephens' story is that he got his foot caught in the rail at the crossing and he charged negligence against the Company. In his first trial before a jury at L'Orignal he got a judgment for \$2,000. The C.P.R. Company appealed and were granted a new trial. The trial was held this week in L'Orignal before a jury with Justice Lovat presiding. This time he got a verdict of \$2,200 against the Company,

19/06/1912 *Ottawa Journal**Montreal and Ottawa**Hull*

A movement is on foot in Hull with the object of trying to get the C.P.R. Company to abandon its idea of building a new station on the Gatineau road and erect one in the centre of the city instead. It is suggested that if the city council would give the Eddy Park for the purpose the railway company would probably be prepared to build a \$200,000 station and perhaps a hotel also.

The prominent business men of Hull are likely to be selected as a deputation to confer with the railway company before plans are undertaken to build a new station.

21/06/1912 *Eastern Ontario Review**Montreal and Ottawa**Alfred*

Article. Alfred Peat will be on the Market

28/06/1912 *Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

Serious Accident

When the wedding party of Mr. Hoysted and Miss. Hurley was returning from Vankleek Hill to East Hawkesbury on Wednesday, a serious accident happened at the C.P.R., station. There were three engines in the yards and at the station several horses took fright and there was a serious mix-up. Several horses got into the ditch and several carriages collided. One young lady, Miss. Fitzgerald, was thrown out and badly shaken up. It looked very serious for a time, but fortunately so far as is known, no person was seriously hurt.

25/09/1912 *Ottawa Journal**Montreal and Ottawa**Roundhouse*

Smoke from the C.P.R. roundhouse has been proven a nuisance to the locality and Dr. Hoggets at the instigation of the Board of Control was asked yesterday to investigate the matter under the Public Health Act.

Residents in the vicinity of a large apartment house in Elgin street are also complaining bitterly of the volume of smoke which comes from the chimneys of the building, particularly in the early morning.

11/10/1912 *Eastern Ontario Review**Montreal and Ottawa**McAlpine*

Killed on C.P.R. Track

man said to be Guss Gumerson was killed by the west bound train on the C.P.R. about half way between Vankleek Hill and McAlpine last Monday morning.

He and four others were walking on the track and the others got out of the way but Gumerson was struck and killed instantly, his head was badly shattered.

18/10/1912 *Eastern Ontario Review**Montreal and Ottawa**Alfred*

No Peat this year

No peat from the Alfred march will be delivered this year.

Owing to delays in installation of new machinery, only sufficient fuel for local consumption was manufactured during the summer.

People who have used peat in the past seasons will, therefore, be disappointed this year.

18/10/1912 *Eastern Ontario Review**Montreal and Ottawa**McAlpine*

Accidental death

The coroner's inquest into the death of Gus Gumerson, killed on the C.P.R. near here last Monday was concluded on Saturday afternoon last. The verdict was accidental death. The engineer's evidence was quite clear. Gumerson got out of the way of the train but just as the train was upon him he staggered in front of the engine. The party of some four or five had evidently been drinking.

23/11/1912 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Being repaired, pier one of the best ever built. Description of diamond drilling tests. Good drawing as well.

13/12/1912 *Eastern Ontario Review**Montreal and Ottawa*

Prize Winners

In the C.P.R. Competitions this year local agents have won the honors. For the general superintendent's prize Mr. C.A. Appleton, Caledonia Springs wins the \$25.00.

E.C. Armstrong, Vankleek Hill, wins first in the section amounting to \$10.00. Mr. Ritchie, Renfrew wins 2nd \$5.00.

The prize for section foreman the section foreman at Rechford wins first - \$10.00 and R.D. Deslaurier, Vankleek Hill, second \$5.00.

Local agents and sectionmen are being heartily congratulated.

30/01/1913 *Ottawa Journal**Montreal and Ottawa**Hull*

The Canadian Pacific Railway is going to build a new station at Hull on the opposite side of the track to where the present station is situated. The station was built when the line was laid, about 35 years ago and is quite inadequate to meet the demands of the quickly growing city.

The company will also build a roundhouse and yard for the engines. There is no engine shed at Hull now and the Ottawa shed is too small and cannot be extended. It is expected that work will start in the spring or summer.

DEADLY LEVEL CROSSING

Jury's Recommendation in Death of Hormisdas Giroux. "That Hormisdas Giroux came to his death between 10.45 p.m. on May 6th and 5 a.m. on May 6th, on the C.P.R. short line in the township of Gloucester, county of Carleton, near Hurdman's Bridge by being struck and run over by a train in some unknown way; we consider it accidental,

"We recommend that lights and bells be placed at all level crossings in Ottawa and vicinity."

This was the verdict returned by a coroner's jury empanelled by coroner Dr. Baptie at an inquest held in the court house, Nicholas street last night. The recommendation was the result of a point of lights at level crossings raised by Aid. Rowe, a brother-in-law of the deceased, and who represented the family. He said the railways were too careless in protecting level crossings. As an instance of this, he pointed to the crossing on Bayswater avenue.

"There is no gong or bell there," he said, and stated that at the next meeting of the city council he intended to ask that one be placed there for the protection of the public.

In discussing this point Coroner Dr. Baptie said that he thought that the police court might be a very good school in which to educate people not to trespass upon the railroad tracks.

The principal evidence given was that of, William J. Fleming, claims agent for the C.P.R., at Montreal. He had investigated the case thoroughly and in his opinion the deceased was lying upon the track when struck.

There was evidences that the body had been carried backwards and forwards for some time by trains passing and repassing. As to the question raised by Aid. Rowe, witness said that it was the duty of the municipality to supply lights at crossings and it was not the duty of the railroad. He did not think that Giroux came to his death at the crossing but was struck on the bridge.

The other witnesses examined were F. Trudel, Albert White, Engineer Olc-Morran, Dr. Bourque, J. Giroux and Aid. Rowe. As no person saw the accident no evidence could be secured to show how Giroux met his death

14/11/1913 *Eastern Ontario Review**Montreal and Ottawa**Caledonia Springs***Averted a Collision**

To an eight year old girl must be given the credit of averting what might have ended in a wreck with perhaps fatal consequences to many who were travelling by the Canadian Pacific railroad from Ottawa to Montreal last night, on the train which left the former point at 6.45 p.m.

The child was sitting at the window of her father's house near the station at Caledonia Springs watching the rain storm, when she saw some dark object loom up and it came along the track, and it puzzled her. Throwing on her wraps and finding her father a section foreman, in the railway yard told him her story. He did not pay much attention to the child's story but her persistence resulted in action. To his horror he found that a freight car had been blown off the siding and along the main track on the way to Alfred station. He also knew that the Ottawa express would soon leave Alfred for the Springs. And there would be a collision. No time was lost until a handcar was called into service and with three men the foreman started after the truant car. After twenty minutes they caught up with it, blocked it, and then started for Alfred station only a few minutes ride distant.

When approaching that station they swung their red lanterns just in time to have the train slow up after it started up from Alfred depot.

The train was fifteen minutes late running to Alfred, and there was every likelihood of speed being put on to Caledonia Springs when the freight would undoubtedly have been struck.

28/02/1914 *Ottawa Journal**Montreal and Ottawa**Dustbane***Will Ask CPR to construct a Spur track.**

The board of Railway Commissioners will meet here on Tuesday next to hear a number of cases. The meeting will convene at 10 a. m. In the Central Station building. Two local cases are on the list.

The Dustbane company of Ottawa, asks for an order, directing the CPR to provide and construct a suitable spur track where the railway (the Montreal and Ottawa division) crosses lot 11 Junction gore, Township of Gloucester.

The municipality of the township of Nepean asks an order directing the CPR to provide and construct a suitable highway crossing where the company's line intersect 2nd Avenue, as shown on plan of subdivision, Ottawa front, Township of Nepean.

16/04/1914 *Ottawa Citizen**Montreal and Ottawa**Dustbane***APPROVED SAFER PLAN****Railway Commission Deals With Siding Application.**

An application by the Dustbane Manufacturing Co. Limited, whose factory is situated just beyond Cummings Bridge, for a siding on the main line of the C. P. R., has been turned down by the railway commission, and an alternative plan offered, whereby instead of the siding being connected with the main line of the C. P. R. the spur would come off from the leg of the "Y," connecting the main line with the St. Lawrence and Ottawa line of the C. P. R. leading to its Sussex street freight yards. The company claimed that they were induced by the railway to build their factory on its present location, by a representation from the railway that a short spur would be put in from the company's main line. The railway company, however, changed its position and decided not to build the spur from the main line, and the railway commission held that the plan of the railway company was in the interests of the travelling public the safest one.

27/11/1914 *Eastern Ontario Review**Montreal and Ottawa**McAlpine*

The Canadian pacific Railway Company has closed its stations at Pt. Au Chene, Grenville, McAlpine and other places in order to reduce expenses. This will cause very great inconvenience to many people, but the Canadian pacific Railway was never operated to convenience anyone but the shareholders.

08/01/1915 *Eastern Ontario Review**Montreal and Ottawa**McAlpine*

Just how the Canadian Pacific Railway company tried to close the station at McAlpine and how it proved a slip makes for interesting reading.

The company came to the conclusion that the business being done at McAlpine between \$4,000 and \$5,000 a year would of necessity have to be done at either Vankleek Hill (or rather "Vankleek" in an effort to evade the law) on McAlpine and the Company would save the expense of a regular agent at McAlpine.

A nicely worded letter was sent by Mr Spencer to the Reeve of Caledonia asking him to "kindly sign the enclosed."

The enclosed was a statement that as Reeve Caledonia he was quite willing that the Station should be closed during the hard times and that the company would re-open it "as soon as business would warrant."

Reeve Bradley smiled and said he did not think he would care to sign just at present.

The matter came before the corporation of Caledonia and Mr. Bradley was instructed not to sign such a paper under any circumstances.

The council was quite indignant that the slick audacity of the company in asking the Reeve of the council to vote to inconvenience the entire Township.

The reason for the request is that the company could not close the station without the sanction of the officials of the Township.

As a result the McAlpine station is not closed but is doing business as usual with a regular agent in charge.

It is amusing how big corporations like the Canadian Pacific Railway Company will try to get things to their to suit themselves no matter what officials suffer or how the public may be inconvenienced.

In this instance the common people have won out.

08/01/1915 *Eastern Ontario Review**Montreal and Ottawa**Plantagenet*

Fournier. Many are busily hauling pressed hay to the C.P.R. station to be shipped to market.

29/01/1915 Eastern Ontario Review Montreal and Ottawa Pendleton

Pendleton. An up-to-date gas lighting system has been installed at the C.P.R. Station.

12/03/1915 Eastern Ontario Review Montreal and Ottawa McAlpine

Brockville, Ont., Feb 7 - A Brockville Grand Trunk Railway brakeman named W. Saundercook met his death last night on the line at Coteau. The train upon which he was working was pulling away freight from the junction when Saundercook was missed, and a search revealed his mangled remains alongside the track. The supposition is that he slipped and fell from the top of a car.

12/03/1915 Eastern Ontario Review Montreal and Ottawa McAlpine

CPR the law unto itself

The Canadian Pacific Railway company has decided to close the passenger and express business at McAlpine station.

The company has decided to do so in spite of the township of Caledonia and the township Council.

The Railway Commission refused to permit the company to close without the sanction of the council.

This the council unanimously refused to give by resolution and letter to the company.

Notwithstanding this the agent has been removed and the station as such has been closed.

Just what representation the company made to the Railway Commission is not yet known but the action is just in keeping with the general policy of the CPR in this district.

This time they have stirred up a real live hornet's nest and the actions of the company will be fought out to the bitter end.

Counsel has been engaged and a special meeting of the township Council will be called as well as a meeting of the rate payers.

Every man who has been getting freight or Express at McAlpine station will be canvassed and urged to transfer all his business to the GTR at Vankleek Hill.

The people of Caledonia mean fight in this matter and Mr. H.B.f Spencer divisional Superintendent may find there are more things than one to be considered in the matter of closing stations and "letting the public be damned."

26/03/1915 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

The C.P.R. Company has granted \$250 towards repairs to the roadway between the Town of Vankleek Hill and the C.P.R. station. This road has been in a disgraceful condition for years. Reeve McCann says the road will be fixed properly this time.

All the oldlogs will be taken out and a proper road bed made before the gravel, now on the ground, is spread. This permanent road will be extended right through to the Lochiel Boundary.

26/03/1915 Eastern Ontario Review Montreal and Ottawa McAlpine

About McAlpine Station

The CPR officials are beginning to squim over the changes at the Station at McAlpine.

Mr. H.B. Spencer superintendent officially visited McAlpine this week to look into things. He found several things worth looking into.

First the company closed its express business at the station and shut out the milk shippers. Now prepaid freight and express are being received there and milk tickets are being issued again.

The superintendent even talks of putting in a better siding and a shipping platform for cattle and horses.

This station was closed in spite of the strenuous opposition of the Council of Caledonia and in face of a unanimous resolution of the council opposing such a move.

Caledonia people want McAlpine station opened and they want even better and more accommodation than they had there before the change was made.

The council intends to find out just what representations were made to the Railway Commission in order to get the Order passed permitting the company to make the change.

This Township was given no opportunity to file its protests.

A general canvas to have all shippers of goods at McAlpine and those receiving freight at the station transfer their business to the GTR at Vankleek Hill station is on the way. The people of Caledonia mean business and will fight the CPR at every possible angle in the matter.

Already shipments that formally went out from McAlpine station are being delivered at the GTR at Vankleek Hill.

If the people hope to win out against the company they must set together and it will not be long before they will get just what they want.

Business and the dollars that go with it count and that appears to be the only argument listened to buy the Company.

10/09/1915 Eastern Ontario Review Montreal and Ottawa Pendleton

Mr. McPhail of Vernon, Ont., shipped a carload of stock from Pendleton station on Monday (6/9).

07/07/1916 Eastern Ontario Review Montreal and Ottawa St. Eugene

St. Eugene - Mrs. L. Beaudin of maisonneuve, while walking along the C.P.R. track on Saturday was struck by a freight train, death resulted in about an hour. When the engineer sounded his whistle she got off but when the train was close upon her she attempted to cross to the other side. This accident occurred about two miles below the station at St. Eugene.

29/12/1916 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Passengers traveling over the CPR lines to and from Vankleek Hill are warned to ask for their transfers in every case. The conductors have been instructed not to issue transfers up to the town unless the transfer check is ASKED FOR by the passenger.

If you do not get the transfer you will have to pay fifteen cents out of your own pocket. The CPR saves 15 cents on every passenger who neglects to ask for a transfer. It makes no difference whether you want to use the transfer or not. You have paid for it and are entitled to it. Ask for your transfer IN EVERY CASE and SEE THAT YOU GET IT.

You make a present of fifteen cents to the Company every time you fail to get the transfer.

Get it every time.

09/02/1917 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Mr. Brett, traveling passenger agent of the CPR was here the past week looking into the recent warning given by the Review to travelers on the CPR to ask for the bus transfers IN EVERY CASE as conductors have been instructed not to give bus transfers unless ask for buy the ticket holder.

Mr. Brett says no such orders were given.

The conductors say the orders were given and still stand.

Mr. Brett says that persons who do not use the bus are not entitled to the transfer.

If this be the case then the traveler who does not use the bus should buy his ticket for fifteen cents less.

The ticket includes the bus fare in every case. The traveller pays for it and it is his to do with as he pleases.

Ask for your transfer every time you travel over the CPR lines and SEE THAT YOU GET IT.

Every time you do not get it you make a present of FIFTEEN CENTS to the CPR.

This Corporation will make you NO presents - Do not look for any but demand that for which you have paid.

Some months ago the review issued a warning to all who travel to and from Vankleek Hill over the lines of the CPR. We advised all to be sure to ask for the bus transfers from all conductors. We stated that the conductors have been instructed to issue transfers only to those who asked for them. It was not the case of getting a transfer if you were entitled to one. It was a case of not getting a transfer unless you asked for it.

Very many people forget to ask for what they are properly entitled to, not really expecting that the company will see that they will get what they pay for.

This is just what the CPR will not do. If they can get you to take the bus without giving you a transfer, which would entitle you to ride uptown, the company saves just fifteen cents. If they can save some dozens of transfers each day it means a small fortune at the end of the year.

The review pointed out that the order has been issued to the conductors not to give the transfer unless the passenger made a special request for it. In plain language the action of the company in issuing such instructions was a straight attempt to retain the property of other people unless people asked to have that property handed over.

The company has now gone one better it has instructed its agents at Montreal to issue no transfer on Vankleek Hill tickets after 4 p.m. This means that if you are in Montreal and wish to come to Vankleek Hill on one the night trains you will have to have your ticket and transfer purchased before 4 p.m. If you should neglect to do so the company will retain your fifteen cents.

The CPR has been preparing for this sort of move for a long time. It was with this end in view that they changed the name of the station here from "Vankleek Hill" to "Vankleek". If the company sold you a ticket to Vankleek Hill the company would be obliged to deliver you to Vankleek Hill not in the country somewhere near the town. They now sell you a ticket to or from Vankleek. For the present the company will beat the public out of as many transfers as possible and later the bus service will be withdrawn and passengers will get to Vankleek Hill as best they can from Vankleek.

In the meantime ask for your transfers and see that you get them. When in Montreal see that there is a transfer tax to the ticket you have, or arrange for your ticket to be bought before 4 p.m.

Do not let the CPR beat you out of one single transfer until you are forced to do so.

When the time comes you may be able to make some other arrangements.

20/08/1917 *Montreal Gazette* *Montreal and Ottawa* *Rigaud Dragon*

A PLUCKY C.P.R. ENGINEER.

One of the Incident connected with the explosions was the part taken in it by a C.P.R. engineer. Many explosions had taken place throughout the morning, and there was no certainty that there would not be others. Yet he ran down his engine to the siding and went into the works along the rails to take six cars loaded with explosive which were there.. He drew them out into safety. Many people commented yesterday on that as being a very plucky action. The fireman also deserves great credit.

20/08/1917 *Ottawa Citizen* *Montreal and Ottawa* *Rigaud Dragon*

Heroism of Ottawa Trainmen Averts Greater Disaster to the Country-side at Rigaud

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Many stories of heroism have been told, and many stories of daring will never be told. Perhaps the most impressive piece of daring was accomplished by the train crew of No. 18 C.P.R. Sault train. This train is due at Rigaud at 9.11 a.m. The first explosion took place at 8.55 a.m. and shortly afterwards the Sault train arrived at Dragon. By this time, flames were sweeping the plant, and the dense, heavy fumes almost hid the place from view. On the track nearby were four cars of T. N. T- or trinitrate of toluol, the highest explosive with the exception of picric acid that is known. Engineer W. Griffith. 71 Bayswater, Ottawa; Conductor Harry Dunham. 100 Preston St.. Ottawa, and Brakesman W. B. Blake, 268 Booth Street, and M. Chapman. 171 Rochester St.. Ottawa, were the train crew.

Took a Long Chance.

Immediately following the first explosion, the second occurred. Engineer Griffith was notified that these four cars were on the track Without a thought of personal safety, but realizing only that should these cars explode, the results would be frightful, Engineer Griffith took the chance. The engine was uncoupled from the Sault train, and run up to the cars of T.N.T. The cars were coupled on. and engineer Griffith began a real race with death. Spectators who witnessed the deed of daring state that at times it was impossible to see the engine or the cars of deadly explosive as they were enveloped in the sheets of flame and clouds of smoke.

Journey Made In Safety.

The perilous journey was finished in safety however, and the lives of innumerable workers and residents, not only of Dragon but of Rigaud and surrounding places, were saved through the pluck of an Ottawa engineer and his assistants. The report of this heroic deed has aroused the greatest enthusiasm and admiration in Rigaud and Dragon, and many of the officials of the Curtis and Harvey Company expressed their admiration of the train crew in no uncertain manner

20/08/1917 *Ottawa Journal* *Montreal and Ottawa* *Rigaud Dragon*

Railwaymen are heroes.

Shortly before 10 o'clock was performed the bravest deed of the disaster, with engineer "Billy" Griffith and fireman C. Broom, both of Ottawa as the heroes. Arriving in Rigaud about 9.11 o'clock, the "Soo" train, of which they were in charge, was held up owing to the explosions. After some wait, the suggestion was made by R. J. Smith, of the office staff of the Curtis-Harvey company, that an effort be made to remove from the siding four cars loaded with the high explosive which is designated by those familiar with it as "T.N.T."

The trainmen agreed, and they made a trip which has few parallels in the history of railroading. Making the run to Dragon, they took the siding, opened the throttle, and plunged into the midst of burning buildings filled with one of the most deadly instruments of the war. Through smoke and flames they proceeded until the cars were reached, made the coupling, and then hurriedly returned, removing what would, had it been touched by the flames, have provided a more terrific explosion even than the many which did occur.

The conductor in charge of the crew was Harry Dunham and the brakeman were W. S. Black and M Chapman, all of Ottawa

Dragon Blown to Pieces.

When the news of the terrible, explosion reached Ottawa, a large number of residents secured tickets for Rigaud, intending to go down to the scene of the accident by the train which left Central Station at 4 o'clock. The sightseers were doomed to disappointment, however, because orders had been issued to run the train right through Rigaud and Dragon without a stop. Many persons were turned back at the depot and told that the train would not stop at the scene of the explosion.

"As soon as we thought the last explosion had died away, we took a chance and headed our engine right into where the four cars were lying on the tracks. The fire was raging fiercely at the time and the heat was overcoming and intense, but we had everything in readiness [sic] and we lost very little time hooking up the cars and backing them out to safety.

In the foregoing words conductor Harry Durham [sic], 100 Preston street of the Soo train crew related the story of his escape with four other members of the crew pulling out four cars of "T.N.T." from a dangerous siding in the midst of sparks and surrounded by the flames of the Rigaud explosion on Saturday morning. Conductor Dunham speaks in the highest terms of the coolness displayed by his fellow members of the crew.

"It was just about 10:30," he continued, "when we learned that there were four cars lying on the siding we did not lose any time but cleared our engine and headed on to where the cars were stationed. Blake and Chapman fastened the cars and we backed right out. It was all over inside a few minutes."

07/12/1917 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine*

L'Original. A large quantity of hay is being shipped from McAlpine station on the C.P.R. The hay is from the centre of the township of Caledonia. Owing to the impossibility of getting cars on the C.N.R., very little shipping is done from the station here.

08/02/1918 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

On account of the very severe weather the main line C.P.R. trains were getting through with difficulty

01/03/1918 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Long article about the development of the Alfred Peat Bog but no reference to railway,

19/07/1918 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine*

A C.P.R. freight train of some 90 cars left the track near McAlpine Station on Wednesday morning about 7 o'clock. No person was injured. Morning trains were all delayed while the wrecking crew cleared the tracks.

25/04/1919 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

On Monday evening about 7.30 o'clock the little daughter of Mr. John Davidson was killed at the CPR Crossing on the Hawkesbury Road. She and her little brother were playing beside the track and it is thought the child tried 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 leg slipped under the wheels and was badly crushed. Dr. McDonald was hurriedly 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.

Editorial comment

Still another life has been snuffed out by the C.P.R. company at the crossing on the Hawkesbury road. This time it is a little child under eight years of age.

What will be done! - nothing - absolutely nothing. What does the Canadian Pacific Company care about the public, or for one, or for hundreds, of human lives?

Human blood is to them simply so much grease for the wheels

Gates recommended

The evidence presented before Corner Kirby and his jury concerning the accident at the C.P.R. Crossing last week, by which the little daughter of Mr. John Davidson lost her life, was very clear and conclusive.

All the crew in charge of the train was present. None of them had seen the little girl and her brother playing near the moving train on the Crossing. None of them saw the accident nor knew anything about it, until they found the child lying beside the track.

The evidence was quite clear that no individual was to blame for the accident.

The evidence was also clear that had there been gates and a watchman at the Crossing that the children would not have been playing close to the train and no accident would have occurred.

When Mrs. Hunter was killed at the same crossing a few years ago the jury strongly recommended gates and a Crossing but no attention was paid to the recommendation.

The jury now makes a demand that the Railway Commission compel the C.P.R. company to put gates and a watchman at this Crossing.

The jury found no individual to blame, but held that the life would have been spared if there had been gates and a watchman.

The jury also recommended that all the costs of the investigations, the funeral and medical expenses be paid by the company and that the gates and the watchman be arranged for at once.

Crown attorney Cote was present and ably assisted the jury in arriving at the Verdict

The jury was composed of E. Steele, foreman; D. Mooney, T. Sproule, W. Douglas, K. MacDonald, W. Desjardins, A. Paquette and S. Kirby.

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Editorial comment

The jury which investigated the circumstances attending the death of the little girl at the C.P.R. Crossing last week is deserving of congratulations for the very sensible verdict rendered.

It found that no person was individually responsible for the accident and that all the trainmen of the company had done their full duty.

It also was convinced that had the Canadian Pacific Railway company placed gates and a watchmen at the Crossing, as had been recommended more than once, that there, in all probability, would have been no accident.

The jury asked that the Railway Commission act at once and compel the company to provide gates and a watchmen.

The public will wait with interest to see how the recommendations will be carried out.

The jury also recommended that the Railway Company be called upon to pay all the costs in connection with the death and investigation.

There is no doubt the company ought to pay, and ought to pay without being asked.

We have our doubts, nevertheless, as to whether it will pay.

09/05/1919 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Alfred

Workmen and machinery have been landed at Alcfred and are now busy getting out peat.

The plant is operating and will be greatly increased during the summer. Peat will be placed on sale sometime this fall. It is located in the same place where the plant was formerly operated.

30/05/1919 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

No less than sixty passengers took the "Soo" train for Ottawa here on Sunday Evening. (25/5) They had been spending the week end here.

13/06/1919 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The carriage horse of Mr. Dave Mooney, West Hawkesbury, took fright at the C.P.R. station last Friday night and ran away. As a result the poor brute broke a leg and had to be killed.

10/10/1919 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Canadian pacific Railway have remodelled their local cattle yards on request of the shippers of this vicinity. Special features are more pens and two chutes for loading.

10/10/1919 *Eastern Ontario Review* *Montreal and Ottawa*

Thursday night (9/10) when the C.P.R. Winnipeg train was coming up between St. Eugene and Stardale a large number of stones were thrown through the windows doing considerable damage. Fortunately no one was hurt. It is hoped the guilty parties will be caught and taught a lesson.

12/12/1919 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Owing to the shortage of coal the C.P.R. will discontinue its fast train from Montreal to Vancouver. It passes here in the afternoon at five o'clock.

09/01/1920 *Eastern Ontario Review* *Montreal and Ottawa* *Alfred*

Using Alfred Peat at Parliament buildings

Some of the peat which was manufactured into bricquets at the bog at Alfred, Ontario, during the last summer has arrived in Toronto for use in the parliament buildings. A carload of the peat, about 29 tons in all, was delivered at Queen's Park yesterday.

It is not the intention to use the peat in place of regular coal for heating the boilers. Instead, the plan is to use it in the fireplaces in the different offices. In this way the members of the cabinet and members of the legislature will be able to see the sort of fire it will give.

While the experiments at Alfred were discontinued for the season in October, the refined product has not yet been all shipped. The difficulty has been that the freight rates are too high. Application has been made by the joint Provincial and Federal commission, which is carrying on the experiments, for a commodity rate. Thus far this has not been granted by the railways.

The two machines which were used to manufacture the peat during the summer are now being overhauled. New boilers are being put in them so that peat can be used as fuel. Last summer coal had to be used to fire the boilers, as it had been impossible to get proper equipment during the war. It is expected the experiments will be continued next spring.

30/01/1920 *Eastern Ontario Review* *Montreal and Ottawa* *Plantagenet*

Plantagenet. The new C.P.R. station is now in use.

13/02/1920 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

Complaints have been filed with the Canadian Pacific Railway Company protesting against its referring to "Vankleek Hill Village" on tickets, transfers etc.

It is a serious offence for anyone to refer to us as a "Village".

They ought to be slapped on the wrist for that offence.

DOG JUMPED FROM TRAIN ON BRIDGE

A telephone message from the C.P.R. authorities that an unknown man had jumped from a train while passing over the Alexandra bridge shortly before eleven o'clock, sent an officer from police headquarters on a fruitless errand this morning. Constable Wilson was rushed to the bridge in the police auto, but on arriving there found the report was without foundation. Upon making enquiries he ascertained that a bulldog, which had escaped unhurt and made off in the direction of Hull, had been seen to jump from the window of one of the coaches of the train as it passed over the bridge.

13/08/1920 *Eastern Ontario Review* *Montreal and Ottawa*

S.A. Gormley Victim of Crossing Accident

The funeral of S. Alexander Gormley, well known insurance man who was killed when a C.P.R. train crashed into his motor car at Glen Nevis crossing, Glengarry County, last evening was held from the home of his brother Dr. Joseph Gormley at Crysler on Sunday.

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The accident in which the deceased met his death, occurred about 6.15 o'clock, Friday evening last, when the C.P.R. west-bound passenger train No. 26 crashed into it.

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23/09/1920 *Ottawa Journal* *Montreal and Ottawa* *Alexandria*

One hurt when Trans Canada flyer in wreck

Crashes into freight train on siding at Alfred after midnight

CPR main Montreal line blocked as result

Passengers on famous train shaken up and frightened in accident

A heavy fog is said to have been responsible for the failure of the engineer and fireman of the Trans Canada train to see the headlight on the freight train engine, which extended beyond the siding to the mainline track and resulted in last night's wreck. It is also stated that the brakeman of the freight train had not time enough to lay torpedoes on the track, to warn the passenger train of the danger. It is stated by railway officials that a temporary track will be constructed at the scene of the accident immediately.

300 passengers on the Canadian Pacific Railway Trans-Canada Limited, No.1 train, miraculously escaped death or serious injuries, shortly after midnight this morning, when that train plowed head on into a freight train at Alfred, Ont., about 35 miles from Ottawa.

Only shaken up.

The baggage and express cars of the passenger train were smashed, but all persons escaped with nothing more than a severe shaking. The engineer of the freight train sustained severe injuries about the head, and also a shattered the arm. With this exception no one was injured. The Trans-Canada was coming towards Ottawa.

A statement on the accident could not be obtained at the CPR offices today, but officials immediately left the city for the scene of the smash up to conduct an investigation. The Montreal - Ottawa line is blocked by the wreck.

Freight train too long.

Reports from residents at Alfred are to the effect that the accident was responsible to the inability of the freight train to place all its cars on the siding about 3 miles from the railway station. The siding at that point is said to have been too short to hold the full train, with the result that several cars on the front of the freight train and the engine were left standing on the mainline track.

Seven box cars piled up.

No warning it is said was given to the Trans-Canada train, and it was traveling at a fairly high speed when the impact occurred. Passengers marveled that the more serious wreck did not result. Engines of both trains were severely damaged but on the passenger train the damage did not run farther than the second car. The smoker came next, but this coach escaped untouched. Seven box cars on the freight train were piled on top of one another along the track.

Due you here at 2 a.m.

The Trans-Canada train was due in Ottawa shortly before 2 a.m. standard time.

When the impact occurred, the passengers in the sleepers for jolted in their berths. Slight panics prevailed in some of the ten sleepers and tourist coaches, and within a few minutes after the collision all the passengers were alongside of the wrecked train in scanty attire. Their anxiety was relieved when the train crews informed them that no one was injured. Around by Smiths Falls.

The passengers arrived in Ottawa shortly after five o'clock this morning on a special train which was ordered out from Montreal. It was necessary for the train to detour back to Vaudreuil, using the Grand Trunk tracks for a part of the way. The passengers were finally despatched to Smiths Falls, where they resumed the journey to Ottawa.

Mr. James H Hughes, assistant superintendent of the road, and other officials left for the scene of the wreck early this morning to conduct an investigation.

Main Line blocked.

As a result of the smash up the main line was blocked to traffic today. The CPR Montreal train, due in the city at 11:30 o'clock this morning did not reach the city until 12:35 p.m. This train was dispatched from Montreal to Bedell and then over the Toronto Montreal line to Kemptville. CPR Montreal train 501, due at 10:55 a.m. had not arrived in the city at 2 this afternoon.

It was announced at the CPR offices that the Ottawa Montreal line would be closed to all traffic until the line is cleared of the wrecked trains.

Tells of accident.

The Trans-Canada flyer crashed into a freight train which had overrun the siding at Alfred said Mr F Nash Billsoley of Norfolk, and Commissioner of Fisheries of that state, who arrived at the Chateau this morning after his experience. Mr. Billsoley, said the accident happened about midnight.

Immediately after the crash, Mr. Billsoley said, there was considerable confusion for a few moments but with the discovery that no one was hurt, the passengers patiently waited for the train to take them to their destination.

The freight train, which caused the wreck, had evidently pulled in on the siding to allow the flyer to pass and unfortunately over ran into the mainline. The flyer, pounding along on her way to Ottawa, smashed head on into the freight engine. Seven freight cars were hurled from the rails while the engine and the first two cars of the flyer were badly smashed. Mr. Billsoley attributes the escape of the passengers to the fact that the first car in rear of the flyer engine was an express car and the next a mail van. These two cars acted as a cushion, he said, and took up most of the shock. Several other passengers were thrown from their seats and were slightly shaken up, but no one was seriously hurt.

Mr. Bill Sully is here to attend the Fisheries convention in the Victoria Museum and is none the worse for his trying night.

IMPERIAL EXPRESS WRECK WAS DUE TO HEAD ON COLLISION

Freight on Siding is Stated to Have Blocked Main Line.

Serious Wreck Narrowly Averted.

An investigation by C. P. R. officials into the cause of the wreck of the C. P. R. Imperial train at Alfred, shortly after midnight this morning is proceeding today at Alfred.

It is now definitely stated that the cause of the wreck was not a derailment but a head-on collision between this crack C. P. R. flyer No. 1 and a freight train which had overrun a siding and got on the main track again, just before the flyer came along.

No. 1 C. P. R. train is the train which leaves Montreal going west every evening at 10.15, arriving in Ottawa at 1.20 a.m., and leaving here 20 minutes later.

Due to Collision.

Telephone communication between Ottawa and Alfred has been suspended since 10 a.m. today, and it was impossible to get in touch with officials investigating the wreck.

F. Nash, Bilisoly. commissioner of fisheries for the state of Virginia, U.S.A., arrived In Ottawa at an early hour this morning after having been one of the passengers on the wrecked train.

Mr. Bilisoly, who is here as a United States representative to the fisheries conference, stated previous stories of the disaster are not correct insomuch as the accident occurred through a head-on collision. His story is confirmed by Mr. S. N. Berry of Cedar Rapids, Iowa, also a passenger. Flag Man Was Sent Back.

Mr. Bilisoly said that a freight train had apparently pulled in on a siding either at or near Alfred. The train, however, was either too long for the siding, or pulled over the end of it and onto the main track. As soon as this was noticed a flag man was sent ahead to notify coming trains.

However, the flag man had only got about four car lengths on his way when the Imperial train came along from Montreal at a quick rate of speed and crashed into the other train.

Box Car Took Shock.

"There was only one thing which saved a bad wreck," said Mr. Bilisoly, "and that is the fact that on the Limited in the rear of the engine was a box car. Next to it was a mail car. These two cars were badly smashed. It was evident that they acted as a cushion and took up the impact of the blow. None of the other cars left the track. No one was hurt, but a number of ladies on the train were seriously alarmed and were not pacified for some time."

Investigation Opened.

Mr. H. B. Spencer, superintendent of this division, is on his holidays. Mr. J. H. Hughes, assistant superintendent, is today at the scene of the wreck. It is understood that an investigation as to the cause of the wreck is proceeding today at Alfred.

Train Was Re-Routed.

Following the derailment, the train was taken back to Vaudreuil, and from there the passengers for the west were taken around by Smith's Falls and later brought to Ottawa. The train from Smith's Falls arrived in Ottawa shortly after five o'clock.

This morning owing to the derailment all outgoing trains from Ottawa to Montreal over the C. P. R. were cancelled. Passengers who had purchased tickets for these trains previous to the derailment had their passage money refunded and traveled over the Grand Trunk lines. Passengers from Ottawa for the west were sent from Ottawa to Smith's Falls by a special train, where they connected with the Montreal-Toronto trains.

Ottawa Men in Crew.

The first train out of Ottawa to Montreal over the C. P. R. lines left the Central station at noon, it being the Trans-Canada Ltd. No. 8 from Vancouver. Both the C. P. R. noon trains from Montreal were over an hour and a half late in arriving at the Central station.

Mr. J.R. Hamilton, 17 Laurel street, who was the conductor in charge of the train and Mr. J. Chisholm, 693 Wellington street, the engineer, took out the special train from Ottawa to Smith's Falls this morning and could not be interviewed.

CP #1, the Trans Canada Limited with 300 passengers aboard hit a freight train head-on at Alfred at 1am this morning. 2 baggage and express cars on the head end of the passenger train were demolished, and 7 box cars on the freight train were derailed, but no one was seriously injured.

The rescue train took the passengers back to Vaudreuil, then up the Grand Trunk to Ottawa.

The mishap was caused by the freight train running through the east switch before stopping to clear the passenger train.

Fog is blamed for bad crash at Alfred spur

Freight engineer receives severe injuries when passenger engine hits his train.

The head on collision between CPR Trans Canada passenger train No. 1, westbound and No. 86 freight train, at Alfred, early yesterday morning, has been fairly well established, as having been due, primarily, to dense fog. Mr. James H. Hughes, assistant superintendent of District 4, who was at Vaudreuil at the time of the accident, proceeded at once to the scene to investigate. He remained in Alfred all day yesterday.

Too long for siding.

From the stories related by members of the train crew and passengers, it develops that number 86, which had pulled into the siding at Alfred to allow the Trans-Canada to pass, was too long for the siding. After clearing the rear of his train from the main track, the engineer of the freight found that his engine and one or two cars still remained on the mainline. Realizing that arrival of the fast train on its way west was important, conductor Sproule, of the freight, send out a flag man with a lantern and flares.

Fog blinded engineer.

The flagman had only preceded a short distance along the track when the headlight of the onrushing passenger train showed dimly through the dense fog. He waved his lantern frantically, but the fog prevented it from being seen, and a second later, the head on crash of the two locomotives occurred. The collision completely wrecked two baggage cars immediately in rear of the engine on the passenger train, and the express car was thrown on its side in a deep ditch, filled with water and mud to a considerable depth. The rest of the coaches remained on the rails, the occupants suffering no injuries beyond a severe shaking up.

Much equipment wrecked.

The two engines were locked by the impact, and thrown to one side of the track. Seven box cars of the freight train were demolished. The engineer of the freight train is said to have received severe injuries about the head, and a shattered arm.

Stuck to throttle.

The express car rolled into the ditch just a few feet in front of him. The engineer of the passenger train, Mr. J Chisholm, 603 Wellington Street, Ottawa, stuck to his throttle, and came through the ordeal with only a severe shaking up. Last night he was suffering little or no after effects.

Through traffic resumed.

Through traffic on the Ottawa Montreal line was established shortly after 2 p.m. yesterday after a tie-up of some 12 hours. The track at the point where the wreck occurred was badly torn up, and temporary repairs were affected. The wreckage from the two trains lies on either side of the tracks.

PLACES NO BLAME THE CREW OF PASSENGER TRAIN

Investigation of Accident to Imperial Limited, No. 1, by Acting Supt. Hughes - Line Cleared for Traffic.

Definite blame for the head-on collision between an eastbound freight train and the westbound Imperial Limited at Alfred, OnL, forty miles from Ottawa at 12.05 midnight Thursday, was not established by the investigation of C.P.R. officials, who spent all of yesterday at the scene of the wreck.

To The Citizen last night Mr. J. H. Hughes, acting superintendent of the Ottawa division in the absence of Mr. H. B. Spencer, general superintendent, stated that it had found that the train crew of the westbound Imperial Limited had been exonerated from blame.

The cause of the smashup was said last night by Mr. Hughes to have been due to a heavy fog which prevailed in the district of Alfred station at the time of the accident. An effort, the acting superintendent said, was made by the crew of No. 86, the eastbound freight train, to back up and so clear the siding but, owing to the weight of the thirty-two cars attached to this train this was found impossible within the time given and the freight train could not clear the siding. The westbound train, arriving out of a heavy fog bank, had no knowledge of the projecting front end of the engine of the freight train across the tracks, and crashed into it. Fortunately the Imperial Limited at the time was slowing down to meet the yard section regulations and the eastern head of the heavy freight train and the western end of the Imperial Limited did not come together.

Official Explanation.

In an official explanation of the crash, Mr. Hughes over the long distance telephone told The Citizen, from Alfred, that freight train No. 86, east bound and in charge of Conductor Sproule and Engineer Kells, of Outremount, had taken the siding to allow No. 1 to go past. The acting superintendent stated, that upon the crew of the freight train finding that the front end of the siding did not clear, that Brakeman Pullen, of the freight train, had been sent out to flag the western bound express train. The brakeman [sic] had not gone any considerable distance before the crash took place.

Injured Statement False.

When the collision took place, Engineer Kells, of the freight train, was struck lightly by a piece of flying glass, which came from his engine cab window. Mr. Hughes last night positively denied that Mr. Kells had been placed in a state as could be considered injured in relation to a train wreck. The acting superintendent outlined as an instance that Mr. Kells, after being asked as to the extent of the cut he received, did not even care to file a claim as he would be entitled to under the Workmen's Compensation act.

Engineer James Chisholm and Conductor J. R. Hamilton, of the Imperial Limited, reached the city late yesterday afternoon, after their sojourn on a special train from Ottawa to Smith's Falls early yesterday morning which brought westbound passengers to a connection point on the C.P.R. system where they could take a train for the west. Both engineer and conductor refused to make any statement for publication.

The main line of the C.P.R. which was affected by the crash was, according to the acting superintendent's statement, cleared for traffic at eleven o'clock. Mr. Hughes denied the report that the track had been torn up for a considerable distance and said the trackage had not been affected for more than two rail lengths. The scene of the derailment is about forty miles from Ottawa. Early yesterday morning a staff composed of around a score of men from the maintenance and way departments of the railway was placed at work. According to Mr. Hughes the chief property damage resulted to a baggage car, booked through for the west, and an express car. The damage to the baggage and express cars, though they were derailed, was not considered as serious by the company.

The remainder of the crew on the Imperial Limited were Mr. H. King, Montreal, baggageman; fireman, Mr. Charles McCurdy, and Brakeman Gamble. Mr. R. Manton was the fireman on the freight train No. 86.

25/11/1920 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

DERAILED ENGINE KEPT TRAINS LATE

The derailment of an engine hauling a special passenger train just before 11 o'clock this morning caused a tie-up of train traffic into the city.

The accident took place at Hurdman station, a couple of miles from the Union station, and is supposed to have been caused by an open switch, although C. P. R. officials were absolutely silent on the matter and declared they knew nothing of the accident.

Passenger trains into Ottawa were delayed. The Grand Trunk train from New England, due here at 11.43, and the C. P. R. from Montreal, due at 11.55, were both held up for an hour and a half, but at 1.45 it was reported that the line was clear and that passengers on the two trains mentioned had reached the city. No one was hurt,

04/12/1920 *Ottawa Journal**Montreal and Ottawa*

Railway buys 300 acres of land east of Ottawa.

Understood CPR plans to erect round house and establish yards.

Broad street yards to be practically abandoned.

One of the largest deals in suburban property that has taken place around Ottawa in years was finally settled recently when several farmers in the vicinity of Cyrville sold 300 acres of farming land to the Canadian Pacific Railway. The amount involved is over \$30,000, prices paid ranging from \$50 up to \$200 per acre, depending on the quality and locality.

The sale means the settlement of a question that has caused speculation among real estate dealers in the city for some years - the location of the C.P.R. round house and sheds. The railway company will shortly commence the erection of round houses, sheds and repair shops for this district on the new site, which will, no doubt, involve the additional expenditure of several thousands of dollars and mean work for several hundred men next year. All work of this nature, and buying of property is done through the head office of the Company in Montreal, so that details of the construction are not known here.

Takes in several farms.

Since the C.P.R. discontinued using the old Broad street station it has been handicapped on account of the situation of its yards in relation to the Union Station. Each C.P.R. train that entered Central station from any direction was forced to proceed by way of the Interprovincial bridge to Hull and back over the Upper Chaudiere bridge to the Broad street yards. Most of the trains were made up in those yards and brought to Union Station. The newly acquired property commences about half a mile beyond the city limits and takes in part of Bannermount and part of the village of Cyrville. Hurdman's road runs through the property as does the present main line of the C.P.R. to Montreal. The property takes in several former farms and small holdings.

The farm of Mr. Bernard Slattery on Hurdman's road, consisting of 48 1-2 acres, is the largest farm sold. Another large property is the 41 acre farm of Mr. John Ruenan. The rest of the property is made up of small parcels.

To end smoke nuisance.

The smoke nuisance from the Broad street yards, which had been a source of complaint lately on the part of city officials and residents in the vicinity, is understood to have been one of the primary causes for the C.P.R. removing their shops beyond the city limits. The fact that the yards are to be taken out of the city will mean a big loss in taxes and the number of workmen who will in time move in the direction in which the shops are located will be large.

The big Broad street yards, it is understood, will not be used so extensively after the new plant is erected and yards ready.

CPR Buys Land for New Layout Near the Capital Farmers in the vicinity of Cyrille, half a mile from the Ottawa city limits, have sold 300 acres of farming land to the CPR. The amount involved is over \$30,000, prices paid ranging from \$550 up to \$200 per acre. The railway company will shortly commence the erection of round houses, sheds and repair shops for the Ottawa district on the new site, which will no doubt involve the additional expenditure of many thousands of dollars and much work for several hundred men next year. All work of this nature and buying of property is done through the head office of the company in Montreal. The movement of the CPR shops outside the Ottawa city limits is said to have been prompted by the determined protests registered by the city against the smoke nuisance at the former round house located at Mechanicsville, west of the old Broad Street station, and the consequence is that the city will lose the taxation returns which it formerly enjoyed. The location of the shops, yards, and round house in the east end of the city will also concentrate the handling of trains by the CPR at Ottawa, as the passenger terminal has been for some time past at the Central station and the freight yards in the west end. All will not be coordinated, but the new layout will probably involve the employment of a transfer engine to take employees to and from work.

30/01/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Plantagenet*

Plantagenet. The new C.P.R. station is now in use.

11/02/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The local plant of the Borden Farm products Co., uses between fifty and sixty carloads of St. Lawrence ice during a season! Already over thirty carloads have been stored.

06/05/1921 *Eastern Ontario Review* *Montreal and Ottawa* *St. Eugene*

A case of "booze" was stolen from the C.P.R. station here recently. Detectives are busy trying to locate the guilty party.

13/06/1921 *Ottawa Citizen* *Montreal and Ottawa* *Glen Nevis*

AN AGED GLENGARRY FARMER IS KILLED

ALEXANDRIA, Ont., June 12. Allan Kennedy, farmer, of Glen Nevis. Glengarry county, was instantly killed through being struck by a Canadian Pacific Railway train at about 6.30 o'clock Saturday evening. There were no witnesses of the accident, and it is supposed that the aged man, who was stone deaf and was walking on the track, did not become aware of the oncoming train. There were three trains passed the spot within half an hour's time, and none of the crews report having been aware of the occurrence. Death was evidently instantaneous, as the neck was broken. An inquest will be held tomorrow at Glen Nevis by Dr. J. T. Hope, the coroner. Deceased was a widower, and resided with his son on the family homestead

17/06/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

A boom to dairymen of this section

The CPR inaugurates a refrigerator car for cheese.

The Canadian Pacific Railway at the request of the Department of Agriculture effective June 7th to September 3rd, 1921, both dates inclusive, will place an iced refrigerator car at the Vankleek and McAlpine stations on Monday of each week for shipments of cheese to Montreal. The cars are lifted same evening by fast freight and are ready for delivery in Montreal the following morning at 7 a.m.

The Canadian Pacific considers it much better to ship on Monday instead of Saturday owing to the fact that cheese shipped on Saturday takes twenty-four hours longer to make delivery owing to laying in cars all day Sunday.

The first cars were placed on Monday June 13th. Cheese shippers will do well to take advantage of the service, and have their product arrive in first class condition during the hot weather.

01/07/1921 *Eastern Ontario Review* *Montreal and Ottawa*

Cheese is now shipped from stations along the C.P.R. between Vankleek Hill and Montreal, in a refrigerator car.

01/07/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Glen Nevis*

Allan Kennedy, a deaf farmer, was instantly killed by being struck by a C.P.R. train near Glen Nevis one day last week.

30/09/1921 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Canadian Pacific Railway will change the name of their Vankleek station to Vankleek Hill. Effective on their new timetable of October 3rd, 1921.

04/11/1921 *Eastern Ontario Review* *Montreal and Ottawa*

Hawkesbury

Some one hundred of our men are employed by the C.P.R. on the track between Vaudreuil westward, and receive a pass every fortnight to come and visit their families. It appears that last Saturday night the men were noisy on the train and caused considerable annoyance. We learn that if the thing is repeated the men will not only lose the privilege of a free pass, but will be discharged.

03/03/1922 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

On Monday morning, as the C.P.R. train was coming in, the two small ?? wheels of the engine jumped the track due to some ice in the ??

Fortunately the train was only going about six miles an hour ?? The bumping in the ties ?? the passengers considerably ?? few of those who were up making ready to get off were thrown off their feet.

02/06/1922 *Eastern Ontario Review* *Montreal and Ottawa*

Refrigerator cause for cheese to Montreal

The Department of Agriculture have requested the reinstatement June 5th to September 2nd, 1922, the Canadian Pacific Railway will place at the Vankleek Hill and McAlpin stations a refrigerator car to be loaded on Monday of each week with cheese. These refrigerators are picked up by fast freight same day and the cheese is delivered the following morning to the different consignees in Montreal.

Good team track facilities are provided leading to the Canadian Pacific Railway at Vankleek Hill.

The refrigeration received by the cheese from the time it is loaded here until it arrives in Montreal, leaves the cheese in excellent shape for the test the cheese receives there by the dealers. Shippers in this locality will do well to take full advantage of these shipping facilities.

23/06/1922 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. station yards here are undergoing very decided improvements. A gang has widened the gateway by removing the hedgeback ten feet, and re-cindered the yard. The popular agent, C.E. Armstrong, is always up to date when improvements are needed.

27/07/1922 *Winchester Press* *Montreal and Ottawa* *Pendleton*

Through presence of mind and quick action, Mr. S.J. Dixon, of Pendleton, Ont., brother of Mr. Geo. Dixon, Winchester, saved the life of a lady at Pendleton Station last February, when she fell between a moving train and the station platform. In recognition of the brave act Mr. Dixon has not only received the medal from the Humane Society, but special recognition from the C.P.R. authorities

Montreal. - Not only does the Canadian Pacific Railway recognize acts of bravery by its own employees, but it acknowledges them when performed by those outside its service. This was shown when the Canadian Pacific recently applied to the Canadian Royal Humane Society for recognition of Samuel J. Dixon, of Pendleton, Ontario, for his gallantry in Saving Miss Amelia Boudreault, of St. Pauscal, Ontario from Serious injury or probable death.

At the suggestion of Mr. A.D. MacTier, vice-president, C.P.R., several affidavits from witnesses of the incident and others bearing on the courage and presence of mind displayed by Mr. Dixon was supplied to the Royal Humane Society, and as a result the society has decided to grant a medal for bravery to him. The incident happened at 6:30 p.m. on February 11th last, when Miss Boudreault, who was late for the train, ran after it as it was leaving Pendleton station, and in attempting to board it fell between the end of the platform and the train Wheels.

Affidavits of several witnesses pay a tribute to the pluck displayed by Mr. Dixon. They show that as he was walking on the platform he noticed the young lady clinging to the bars of a coach. Just as he reached her she released her hold and fell, her head striking the oil waste box of the car truck. This swung her around with her feet on the rail. Part of the train hit her, throwing her head and shoulders across the rail. At this instant Mr. Dixon grabbed her and pulled her clear of the moving train wheels. While holding her until the train passed out, Mr. Dixon his himself was hit on the head by a coach step. The injured woman was taken to the CPR agent's residence and attended by the local doctor. She recovered soon afterwards, and admitted there was no one to blame for the occurrence but herself.

25/08/1922 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

About 75 harvesters left the C.P.R. station at Vankleek Hill on the 11th for Winnipeg. This is the largest number for a good many years.

01/09/1922 *Ottawa Journal* *Montreal and Ottawa* *Hull, Florent Street*

TWO NOW DEAD RESULT HULL CROSSING

"Double Headed" Engine Collides With Truck Containing Five Hull Lads, and A. Bertrand, Chauffeur.

CONDITION TWO INJURED CONSIDERED DANGEROUS

Lucien Ouellette. Aged 12 Years, is Killed Instantly and younger Brother Dies Today.

Another victim of the fatal train and automobile collision which occurred at St. Florent street railway crossing. Hull, Thursday afternoon when one boy was killed outright and five others seriously injured, died at the Sacred Heart Hospital at six o'clock this morning. He was Hector Ouellette, aged 10. brother of Lucien Ouallatte aged 12. The latter wa instantly killed and his body terribly mangled when the train crashed into the car Condition Dangerous

Of the four other occupants of the motor truck when the crash occurred, two, Maurice Bertrand and Alpee Bertrand, the latter the driver of the truck, were declared by the authorities at Sacred Heart Hospital this afternoon to be in a very dangerous condition, both suffering acute pain, with lapses into unconsciousness. Leopold Goulet, another victim, was stated to be resting easily with every possibility of recovery, the sixth occupant of the truck, was declared to be the one who had escaped with the least injury.

Non-railway details omitted

The accident occurred about five o'clock yesterday afternoon, when the automobile truck with its six passengers, and driven by Alpee Bertrand, was struck by C.P.R. engine number 2022 as the car was crossing the tracks at St. Florent street, two blocks south of Hull station. It was stated that the train was travelling slowly and that it whistled, but that Alpee Bertrand did not hear it until too late!

Carried 300 feet

When the truck was hit, it was carried for nearly 300 feet and most of the occupants were thrown out on both sides of the track. Thirteen-year-old Lucien Ouelette, who was sitting in the centre of the truck, was killed instantly and his body which was dragged for over 100 feet, was completely severed in seven pieces. The injured, except for young Royal Belanger, who was carried to his home nearby, were taken to Sacred Heart Hospital. Alpee Belanger, of 57 Frontenac street, Hull, aged 29, was taking the truck out for a trial spin. He picked up his young brother and sister, Maurice, and Jeanette, also the two Ouelette boys, living nearby and Leopold Goulet and Royal Belanger, who were playing in the neighbourhood. The two Bertrand boys occupied the seat while young Belanger and Hector Ouelette were sitting with their feet dangling over the rear of the truck. Goulet was standing on the running board and Lucien Ouelette was sitting on the floor in the centre of the car.

Just as the truck was crossing the railway tracks on St. Laurent street, C.P.R. engine 2033 with engine number 504 attached, which had been hidden by trees, appeared almost on top of them. The driver of the truck, Alpee Bertrand, swerved to the right to clear the tracks. In doing so it is thought he ran off the graded crossing, and his wheels locked in the tracks. No one had time to jump before the engines, which were only travelling at 10 miles an hour, hit the truck squarely in the middle.

Non railway details omitted

According to eye witnesses of the accident, two large trees in Mr. Maurice's property deadened the sound of the bell of the approaching train. The trains whistle was also deadened, apparently misleading the driver of the truck as the the distance off of the approaching train. Mr. John Maurice, who was one of the first to assist the injured, stated that many near accidents had occurred at this crossing. Requests had been made for a level crossing but without avail. He had already pulled down a building on his property which concealed the approaching trains, but the trees still screened its approach from on-coming vehicles.

Allege Whistle Blown

According to C.P.R. officials. Engine 2022, in charge of Engineer Stan Stewart, and Engine 504 under Engineer Bottrell, were proceeding slowly. The bell was ringing and the whistle was blown at all three intersections, including St. Florent street. The accident caused the derailment of the tender of Engine Number 2022 and a wrecking crew was sent out from Ottawa.

The Brockville train was not delayed by the accident as engine number 2022 was replaced and the train detoured by way of Hurdman. Engine number 504 was held up for nearly 30 minutes before it could take out the Gatineau train.

Non railway details omitted

08/09/1922 *Morrisburg Leader* *Montreal and Ottawa* *St. Florent Street*

14 - year - old boy instantly killed

Four others injured when engines struck truck.

A dispatch from Ottawa, says: - Hector Ouellette, aged 14 years, St. Jaques Street, Hull, was instantly killed, and four others were injured, two of them critically, at the St. Florent Street level railway crossing in Hull, shortly after 5five o'clockThursday, when a motor truck in which they were riding was struck by two C. P. R. engines travelling double - headed towards Ottawa.

The engines struck the front part of the truck, turning it over and grinding the body under its wheels, so that the tender became derailed and tore up part of the right - of - way for a distance of over 50 feet before the engines came to a standstill. When the collision occurred the occupants of the truck were spilled on to the right - off - way, all clearing the engine with the exception of young Ouelette.

At the point where the accident occurred the view is somewhat obstructed by a short row of trees, and it is believed that the driver of the motor car did not hear the engine signal for the crossing. An inquest will be held.

19/10/1922 Winchester Press

Montreal and Ottawa

Pendleton

The Royal Humane Society has presented Mr. Samuel Dixon, of Pendleton, Ont., with a bronze medal, for gallantry in saving the life of Miss Boudreault from beneath a moving railway train last February. Mr. Dixon is the brother of Mr. Geo. Dixon of Winchester.

20/03/1923 Ottawa Citizen

Montreal and Ottawa

Hammond

Traffic Resumed.

C.P.R. traffic which was disorganised last evening because of a small C.P.R. wreck of a freight train near Hammond, between Ottawa and Montreal, resumed its normal state today. The train for Winnipeg, due here last night at 11.15, did not arrive till four o'clock, being brought into the city via Bedell. The Soo train due at 1.20 was also about four hours late. This morning's train from the Soo was also about three hours late, due, however, to bad running conditions, arriving here at nine-twenty this morning. Other trains arriving and leaving Ottawa were on time. The freight derailment was not serious, no one was injured and the line was cleared during the night.

21/03/1924 Eastern Ontario Review

Montreal and Ottawa

Special trains of immigrants have recently carried lunch counter cars similar to those on harvesters' trains last summer. It is understood that the Canadian Pacific have inaugurated this as a feature of all long distance immigrant trains, thus doing away with the necessity of newcomers providing their own food or using station lunch counters en route.

18/04/1924 Eastern Ontario Review

Montreal and Ottawa

Bourget

Quite a lot of pork and veal was shipped from Bourget station on Monday morning

12/06/1924 Ottawa Citizen

Montreal and Ottawa

Hull

JURY FINDS CHILD'S DEATH ACCIDENTAL

A verdict of accidental death with no blame attached to anyone, was last night returned after less than five minutes' deliberation by the coroners jury which sat at Emoud's morgue, Hull, under Coroner T. B. Davies, and Assistant Coroner J. Isabelle, to inquire into the cause of death of Julien Chartrand, the ten-year-old son of Mr. Kinle Chartrand, 166 Dollard street, Hull, who was instantly killed by a C.P.R. train near the corner of St. Illelenc street about 9.20 Sunday night.

Evidence given by a number of witnesses was that young Chartrand had got onto the tracks, and had been proceeding in the direction the train was coming. On seeing it he turned and ran in the direction the train was going, but was run down and killed and the train did not stop, Mr. E. Pumble, engineer of the train which caused Chartrand's death, testified that he had been watching on the right side of his cab and had not seen the child. He learned that a child had been killed only when he returned with his engine to the Union station around 11 p.m. Sunday night. The funeral of Julien Chartrand will be held tomorrow afternoon at Notre Dame church, Hull. The deceased, in addition to his parents, is survived by one brother and three sisters.

08/08/1924 Ottawa Citizen

Montreal and Ottawa

CRASHES INTO POLE BUT AVOIDS TRAIN

Automobile Party Has Close Call at Railway Crossing.

Five residents of Fournierville, Ont., passengers in a motor car which was running west on the Montreal road, had a narrow escape from death a few minutes before one o'clock this afternoon, when they escaped being struck by a backing C.P.R. engine and cars by running the motor car into a telegraph pole.

The motor car, which was owned and driven by Mr. L. Lalonde, of Fournierville, was about to cross the C.P.R. tracks near Cummings' flour mill, when the driver noticed the backing-train which was almost upon the motor car. It was too late to stop so he swerved sharply and crashed into a telegraph pole. All of the passengers were shaken up but escaped without serious injury. The fender and mud guards of the car were smashed. The train was in charge of Conductor A. Salmon, 3 Elm street, and Engineer Andrew Usher, 135 Irving avenue.

14/10/1924 Ottawa Citizen

Montreal and Ottawa

Vankleek Hill

MET DEATH WHILE WALKING ON TRACK

Swedish Mill-Hand Killed Near Vankleek Hill.

VANKLEEK HILL, Oct. 13. While walking on the C.P.R. tracks, about half a mile east of the Vankleek Hill station shortly before six o'clock this evening, Harry Holmen, a Swede, aged 29 years, was run over by Montreal-Ottawa train number S09 and instantly killed, while the body was mangled beyond recognition. Identification was made by a ring he carried on one of his fingers and a bunch of keys. He had been employed by the Riordon Pulp and Paper Company at Hawkesbury.

The man had visited the Vankleek Hill C.P.R. station late in the afternoon and inquired about a train to Montreal, and was given the information that the train had left. From the station the man walked east along the railway tracks and met a section man who told him he had better take care as the train from Montreal was due.

But Holmen continued on down the tracks. He had got about half a mile from the station when the train approached and ran him down.

Following the accident the remains were gathered up and taken to A. D. McRae's undertaking parlors, where Coroner Kirby opened an inquest.

This was adjourned until Friday evening next. The funeral of the accident victim will be held Tuesday afternoon at Trinity church, Hawkesbury, and to Hillside cemetery.

The unfortunate man was unmarried, and as far as is known has no relatives in this country. He had been in Canada for the last eight months and had been employed with the Riordon Company at Hawkesbury since September 8.

The train was in charge of Engineer W. m. Griffith and Conductor J. R. Hamilton, both of Ottawa.

18/10/1924 Ottawa Citizen

Montreal and Ottawa

Vankleek Hill

Killed on the Tracks

HAWKESBURY, Oct. 18 A verdict of accidental death with no blame attached to any one was returned last night by the jury at an inquest into the death of Harry Holmen, who was instantly killed by a train when walking on the C.P.R. tracks at Vankleek Hill last Monday evening. Coroner Kirby, M.D., of Hawkesbury, presided. Engineer William Griffith, of Ottawa, told of seeing the man walking on the tracks when his train was a hundred yards distant and blew the whistle but the man took no heed. He applied the brakes but could not avoid striking him.

03/11/1924 Ottawa Citizen

Montreal and Ottawa

Hurdman Road

TAXI BUMPS INTO C.P.R. SOO TRAIN An auto owned by the Black and White Taxi and driven by Reginald McKee, ran into the side of the C.P.R. Sault train at the Hurdman road crossing about 11.15 o'clock last night. No one was injured, and the auto was slightly damaged while steps were broken from one of the coaches. The train was ten cars long and according to the CPR. the auto struck the ninth car.

03/04/1925 Eastern Ontario Review

Montreal and Ottawa

Be sure to see the livestock train which will be at St. Eugene on the 6th of April in the forenoon, and at Plantagenet the same date in the afternoon. All farmers should see it.

Livestock train at St. Eugene last week

Ontario government's livestock demonstration train paid visit to Prescott County.

Ontario's better livestock train formed an attraction for a considerably [sic] number of people in Prescott last week with school pupils bulking large among those turning out to see and hear. It left Toronto on March 18th, with Coburg as the first place of call.

The train is one of sixteen cars, plus a diner and a sleeper and a caboose, the whole hauled by a locomotive set apart for the purpose by the C.P. R. on which line it showed in St. Eugene. There is a staff of a dozen or more trained men, with helpers to feed and otherwise care for the livestock. Some of the cars are out of the freight variety, carrying feed and livestock, others are passenger coaches arranged for lectures and for demonstration purposes.

First two cars entered by the visitors will feed cars. Third carried beef cattle and in the fourth and fifth there were also cattle. Going on, the visitors saw sheep, swine, horses, grade cattle, poultry, eggs, grain, wool, etc. In different cars printed matter was available. Photographs were plentiful throughout. There were cuts of beef and pork. Bulletins advised people to banish the scrub sire and to use more milk butter and cheese. The wool exhibits included examples of Canadian made cloths. All of the livestock shown was of course of the best, and grades were carried with the idea of proving how a start with good grades can be made with a purebred sire. "Can the scurb" formed a slogan. One of the bulls shown was an Ayrshire, another was a dual-purpose Shorthorn, and not that was an Aberdeen Angus. Some of the various animals carried, including swine and sheep are government-owned, others are loaned by individuals.

The whole show was the biggest and best ever coming this way, greatly impressing all who accepted the general invitation to attend.

05/06/1925 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The Canadian Pacific Railway commences their iced refrigerator service for the handling of cheese from this section on Monday June the eighth. The dairy industry will do well to take advantage of this service so that their product will arrive in Montreal in good condition

04/12/1925 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

A seventeen-year-old lad named Afia Onslow was caught pilfering the till at the C.P.R. station here last Monday morning. He had made his entrance through the ticket window, and in spilling the cash on the floor, Mr. Armstrong hearing the noise came out of the house and caught the boy, handing him over to the authorities

17/05/1926 *Ottawa Citizen* *Montreal and Ottawa* *Prince of Wales Bridge*

New railway bridge above the Chaudiere

A new steel bridge above the Chaudiere Falls is contemplated by the Canadian Pacific Railway to replace the present structure known as the Prince of Wales' bridge, connecting Ottawa West and West Hull. It is expected the new bridge will be erected this summer. The present structure was built in 188- and is still perfectly safe, but a new bridge is necessary to carry the heavier power engines in use. This will do away with the necessity of changing engines and bringing the trains over the bridge with lighter engines.

04/12/1926 *Ottawa Journal* *Montreal and Ottawa* *Ottawa Union*

Prince George slept in private car Killarney at the station.

17/02/1927 *Ottawa Citizen* *Montreal and Ottawa* *Aylmer Road*

SKIING PARTY IN BUS HAS NARROW ESCAPE ON TRACK

Brakes Refused to Work Motor Coach Ran Into C. P. R. Train at Aylmer Road Crossing.

Several members of the Cliffside Ski Club had a most miraculous escape from being hurled to death last night, when a United Coach Line bus ran into the C.P.R. Soo train at the Aylmer road crossing between Hull and Val Tetreau. No one was injured, and the large bus too escaped without serious damage.

The cause of the accident is attributed to the brakes of the bus failing to operate. The remarkable escape of its occupants is due to the slow speed which it was travelling, together with the train having reached the crossing first. The bus was driven by William MacElroy, 139 Henderson avenue, whom Mr. Bretislav Pliski, president and manager of the bus line, declared as one of his most trusted drivers.

Saw Danger Signal.

Still feeling the result of his experience, Mr. MacElroy related his story of the collision. He said that he was travelling in the direction of Hull on his way to Ottawa, with number of members of the Cliffside club, when as he came near the railway crossing he noticed the approach of the train and the brakes of the bus failed to work.

He said that he noticed the wig wag signal at the crossing swinging its warning, and throwing the motor into neutral applied the brakes to bring the bus to a stop until the train passed. With the bus "out of gear" and the brakes failing to operate, the bus and the train both neared the crossing. It was realized afterwards that it was just a matter of seconds which would get there first.

MacElroy said that as the bus was just a few feet back from the crossing the locomotive flew past, and the coaches followed. He said that he could have swung the bus into the ditch and avoided the collision, but he thought that the bus was going to stop. However, it rolled on. He said that it wasn't travelling more than two miles an hour just before the impact. MacElroy said that he could hardly feel the impact of the bus striking the cars, and as the front of the bus was swung around to the side of the road it just seemed like a skid.

Not Aware of Danger.

The driver said that the passengers in the bus were not aware of the danger they were in until it was past, and then, as they scrambled out, men and women alike hugged him and shook his hands in delight at their escape. He said that there was no panic whatever among the passengers.

The coaches of the train caught the bumper on the front of the bus, tearing it off, and also one of the head lights. One side of the radiator was torn away, and one of the heavy mudguards was partly torn off, and one of the front springs was broken and twisted so that it interfered with the steering gear. Had the bus been a smaller and lighter car, or had it been travelling faster, the collision would have undoubtedly resulted much more seriously.

Confidence In Driver.

Mr. Pliski last night was unable to state the cause of the brakes of the bus failing to operate. He thought that it might have been caused by snow getting into them or a dampness causing frost to form on them. He said that he intended to test them himself to ascertain the cause of them failing to operate. He expressed great confidence in Mr. MacElroy as a driver, saying that he had been in his employ for three years, and that never before had he had an accident. The bus is one of the large ones used in the Ottawa-Prescott service during the summer months.

Mr. Pliski said that the bus was on a special trip from the Cliffside Ski Club house, bringing club members in to the city. He said that a bus had been previously ordered and cancelled and then ordered again.

Mr. David Kirby, president of the Cliffside Ski Club, was unaware of the accident when approached by The Citizen. He said that during the evening about 75 or 80 club members had been out on the weekly moonlight hike of the club, which ended up at the club house on Slater's hill, on the Aylmer road, short distance west of Luna Park. He had come into the city in his car a short time before the accident and had heard nothing of it.

At an expenditure of about \$750,000, the new bridge for the Canadian Pacific Railway has been constructed over the Ottawa River in the past eight months, and is now in full service, carrying the heaviest equipment. In that time, the old bridge between Ottawa West and Hull West was taken down span by span, the new and heavier structure replaced it between trains, and in the whole complicated process so exact were the plans and the adjustments that in only four instances were trains delayed. In no case was the delay longer than 20 minutes.

The old Prince of Wales bridge was constructed in 1880. It was adapted to the light equipment of that date, and when modern locomotives were developed the old structure was not sufficiently sturdy to bear their weight with the desired margin of safety. As a result traffic hauled by heavy locomotives running between Union Station and Ottawa West had to be operated by way of Hurdman, a distance of 10 miles rather than by direct route through Hull, over the bridge, which would have saved six miles, and these was a general slowing up of Canadian Pacific traffic in the terminal area.

Work on the new bridge was commenced last July. It uses the piers of the old bridge and follows the same route, but it is of heavier construction throughout and will bear the weightiest equipment. From the Ottawa shore to Lemieux Island, a distance of 900 feet, there are six spans, and from the island to Hull, 1,250 feet, the structure is divided into seven spans. A single line of tracks is provided and there is no accommodation for motor traffic or pedestrians.

For some days heavy locomotives have been using the bridge, which now is complete except for some minor details.

20/05/1927 *Montreal Gazette**Montreal and Ottawa**Rigaud*

One killed one injured as train hit motor truck

Merchants were caught on level crossing near the Rigaud station

Hurled Sixty Yards

Driver of truck, brought to Montreal by Ottawa train, reported in critical condition

Motortruck wrecked.

The locomotive, slowing down to stop at the station, hit the truck in the middle. The vehicle was smashed to bits and the occupants were hurled to one side. Legault, struck on the temple, was picked up dead, but Therien, who was still living, was given the last rites of the church by a priest before being taken on to the train.

Dr. Omer Faubert, of Rigaud was called and accompanied the injured man to Montreal. Engineer Pumple reported that he was unaware that any vehicle was making the crossing until he felt the shock of the collision.

Coroner McMahon will hold an inquest today at Rigaud.

* * *

Ovila Legault, 60-year-old merchant of Ste. Justine de Newton, was instantly killed at 8.30 o'clock last night when a C.P.R. train struck an autotruck on a level crossing near Rigaud station. The driver of the truck, Adrienne Therrien, aged 40, a butter and egg merchant of Ste. Justine, suffered fractured hips and internal injuries. The impact of the collision hurled the victims sixty yards.

Therrien was placed on board the train, bound from Ottawa to Montreal, and on arrival here was removed to the Notre Dame Hospital where his condition is reported critical.

Yesterday, Therrien, to whom the truck belonged, went with Legault to Pointe Fortune to buy butter. He was passing through Rigaud on his way home when the accident occurred. On both west corners of the railroad crossing there are buildings blocking view of the tracks, and although there is an automatic alarm bell, which was reported to have been ringing at the time of the accident, it is believed that Therrien, unaware of the times of the trains out of Rigaud, and possibly not hearing the alarm bell above the noise of his own motor, drove to cross the tracks without knowing that there was any danger.

03/06/1927 *Ottawa Citizen**Montreal and Ottawa**Majors Hill park*

CAUGHT BOY THROWING STONES AT A TRAIN

Juvenile Severely Warned for Serious Offence.

The seriousness of throwing stones at moving railway trains was brought home to a fourteen-year-old boy in the juvenile court on Thursday afternoon when it was pointed out that the offence could be punished by life imprisonment.

For some time past the C. P. Railway trainmen have been annoyed and endangered by stones thrown on the top of trains as they passed below the bluff of Major Hill Park. A special officer was put on duty and he saw the accused, who was with a companion, take a good sized stone and drop it over the railing at the summer house and onto an engine of a passenger train. Mr. Lee Kelley, who represented the railway company, said a stone thrown at a moving train was liable to kill either trainmen or passengers and for that reason the criminal code provided life imprisonment as the maximum penalty.

The boy admitted having thrown the stone but said he had merely tried to hit the engine and had not realized that he was liable to hit any person.

As it was his first offence, Judge J. F. McKinley allowed him to go after strongly warning him as to his future behavior.

02/08/1927 *Ottawa Journal**Montreal and Ottawa**Ottawa*

Prince of Wales and Prince George arrive by C.P.R. special royal train.

29/03/1928 *Ottawa Citizen**Montreal and Ottawa**Blackburn*

Struck by Train Instantly Killed

Jacob Goruk Meets Death While Walking on C.P.R. Tracks Near Blackburn.

While walking along the C.P.R. Montreal-Ottawa tracks shortly before noon yesterday Jacob Goruk, aged about fifty years, of no permanent address was struck by a train and instantly killed. The body as brought to Ottawa during the afternoon and last night an inquest, was opened at Woodburn's funeral parlors, 12 James street, by Dr. J. E. Craig.

The accident happened about two miles east of Blackburn station, and was witnessed by Mr. F. Kthler, farmer of Blackburn. The unfortunate man was walking in the direction of Ottawa and apparently did not hear the approach of a train speeding in the same direction.

He is believed to have been killed by train No. 503 which arrived in Ottawa at 12.20 p.m. The engineer on train No. 501 which arrived here at 11.30 p.m., told of seeing the man walking the track and of him stepping to the side to allow the train to pass. The engineer on 503 did not see the man at all.

Positive identification was made last night by the pastor of the Greek Orthodox church on Gladstone avenue, who had met the unfortunate man on different occasions. He said that Goruk had roomed at 492 Arlington avenue last fall and that John Goruk, 411 Sherman avenue, Hamilton, is a son. Among the man's belongings were several letters from this son as well as receipts for money orders sent to his native land.

Only the opening formalities occupied last night's session of the inquest. The taking of evidence was adjourned until Friday night at the court house.

WATERS RECEDE AS RIVER SEEKS NORMAL ROUTE Trains Again Using Hurdman's Bridge As Repairs Are Rushed. SOME RESIDENTS VERY INDIGNANT Say Civic Authorities Slow In Taking Action With Jams. The Rideau river on its worst rampage for two years reached its peak about midnight, and at nine o'clock this morning; had receded between eight inches and a foot, according to a survey made by The Journal at Hurdman's Bridge, Billings' Bridge and Ottawa South. It was believed the worst was over. One of the seven piers of the C.P.R. bridge at Hurdman's. which was shifted about 18 inches by the force of an ice floe which struck the pier during the afternoon, was being repaired, and passenger trains were being run over the bridge, although at a very slow rate. Extra Precautions. Superintendent J. H. Hughes, of the C.P.R., stated that the staff of engineers and workers now engaged on the repair work of the pier would have everything in good order today. Extra precaution is being taken in the crossing of trains over this bridge, although officials have no misgivings as to its safety. It is felt by officials that the young men who yesterday promptly notified the C.P.R. officials of the crash which they witnessed are deserving of a suitable reward. Their action, it is felt, may have averted serious trouble.

C. P. R. Bridge Damaged.

Damage which might have proved very serious was caused to the Canadian Pacific Railway bridge west of Hurdman's Bridge when a large cake of ice crashed into one of the cement piers. The pier was swung about 18 inches at an angle and as a result one section of the bridge was slightly displaced and the tracks were twisted to a considerable degree. Sectionmen who saw the crash stated that there was not a large flow of ice at the time and the huge cake which struck the bridge was more conspicuous than others that were drifting down with the fast current.

After striking the bridge pier the large cake drifted on and smashed into two telegraph poles about the center of the flooded area and cut them completely off at the base, leaving them hang by the wires in the river.

Walking on the ties across the bridge, the result of the crash was quite noticeable, as just above the pier that was struck, the ties are separated to such an extent that a medium sized man would have no difficulty in dropping through to the river.

Trains Re-Routed.

The crash occurred between 2.30 and three o'clock yesterday afternoon, and railway authorities deemed it advisable to re-route incoming trains over another track. A test train was also sent out over the bridge to ascertain to what extent the structure had been damaged. The rails were relaid temporarily until proper repairs are made.

Gas Plant Surrounded.

Mr. F. Elcock, superintendent of the Ottawa Gas Company, reported at midnight that the flood waters which surrounded the big gas plant at the foot of Lees avenue, had not affected the operation of the plant so far as the manufacture and distribution of gas was concerned

Will Be Sentenced for Dangerous Act

Court Severely Lectures Men Who Placed Plank Across Railway Track.

"So far as you are concerned you are just as guilty as if the train had gone into the river and one or two hundred people had been killed," said Magistrate Hopewell in police court, to Thomas Sherrin, aged 28, and George Henderson, aged 26, both of no fixed address, who were found guilty of placing obstruction upon a railway track. A plank had been placed on the Hull Electric Railway track.

Evidence showed that the two men had placed a plank on the Canadian Pacific Railway tracks on the Interprovincial bridge and were interrupted by railway employees when they were trying to place a larger plank, four inches thick and fifteen feet long.

Lee A. Kelley, counsel for the C. P. Rly., pointed out that the Trans-Canada train passed over that bridge shortly after the men had been caught placing planks. On account of shadows cast by the bridge structure, Mr. Kelley said, an engineer might not notice a plank on the track. The plank, he said, was quite sufficient to derail the engine and the train might have broken through the side of the bridge.

The accused gave no evidence but said they were drunk and did not know what they were doing.

"To begin with, the fact that you were intoxicated is no excuse what-ever," said Magistrate Hopewell. Both were found guilty and were remanded until Tuesday for sentence.

C.P.R. MAINLINE TRAFFIC UPSET BY DERAILMENT

One Hundred Feet of Track Torn Up At Ottawa Station.

PASSENGERS FELT ONLY SLIGHT JAR

The engine and two cars of the crowded C. P. R. Transcontinental train from Winnipeg were derailed at 5.05 this morning immediately under Connaught Place at Union Station. More than 100 feet of track were torn up and for more than three hours the main line was put out of commission. There were no casualties, perhaps owing to the fact that the Western train was going only eight miles an hour when the accident occurred.

The derailment took place just in front of a switch, almost immediately under the eastern exit of Connaught Place, and the engine and cars left the track on the station side of the line.

Are Probing Cause

The tracks at this point are about 30 feet from the Rideau Canal, from which they are protected by a cement wall. The through mail and baggage cars were derailed, but the diner, which was the next car to the baggage carrier, remained on the track.

No cause has been assigned for the accident, but an investigation is proceeding under the direction of District Superintendent J. K. Hughes of the C. P. R. For three hours all C.P.R. trains had to be rerouted on the line via Hurdman's Bridge. The first train to pass the repaired track was the early morning Gatineau train at 8.05. Up to noon workmen were still engaged in repairing the tracks

Little Excitement

H.Z. Hudson, of Winnipeg, who was a passenger on the train, told The Journal there was only a slight jar which [sic] the engine and cars left the track. Mr. Hudson, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement.

C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal and eastern points.

U. X. Hadsoa, of Wlaalpeg, who was a passenger on the train, told The Journal there was only a slight jar which the engine and cars left the tracks. Mr. Hadsoa, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement. C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal and eastern points.

Imperial Limited in Slight Derailment ,
Passengers Unaware That Anything Had Gone Wrong.

The Imperial Limited over the Canadian Pacific Railway, en route from Vancouver to Montreal, was considerably delayed at 5.20 o'clock this morning, when the big locomotive drawing the long train became derailed partly, when entering the city yards.

The train fortunately was only travelling about eight miles an hour on its approach to the station, when the engineer, Mr. P. Kelly, noticed the engine swerving and brought the train to a stop within an engine's length. It was then discovered that the driving wheels of the engine had left the tracks, presumably due to a broken rail, and that the mail and express cars had also been derailed.

So slight was the jar subsequent to the derailment that the passengers were unaware that anything untoward had happened. The C.P.R. wrecking crew was soon on the job and by 8.10 the engine had been replaced, the tracks renewed and the "all clear" signal given.

27/02/1929 *Ottawa Citizen**Montreal and Ottawa*

Compartment Cars on Montreal Trains Now
New Idea in Half Century of Railroadng.

When the Canadian Pacific started operating compartment observation, cars on their evening train to Montreal, there was instituted something new in the history of more than 50 years' railroadng between Montreal and Ottawa. Compartment cars on night runs are no new thing, but on day runs such as this, they are unique as far as Ottawa is concerned. The objection to the ordinary parlor car from a business man's standpoint, if that he can enjoy no privacy, what he says and what he does being both very audible and obvious. This car permits business men to hold a conference, to dine in private or to enjoy a rubber of bridge.

Dining cars are also replacing some of the buffet cars on the meal-time runs.

04/09/1929 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Commits suicide throwing himself into side of train

Man believed to be James Perry, of Montreal, ends life on Interprovincial bridge.

Before the eyes of many motorists and pedestrians on the inter-provincial bridge, a man believed to be James Perry, 9080 Notre Dame Street East, Montreal, was instantly killed by the Trans - Canada, Limited, just after it left Union Station at 10. 50 o'clock last night. Several witnesses assert the man climbed the fence separating the railway tracks from the sidewalk and deliberately flung himself into the side of the train.

The engineer Michael Hussey, 552 Lisgar Street, not knowing of the tragedy, continued on his way and did not know anything about it until informed by the Canadian Pacific Railway despatcher, who stopped the train at Hull. Mr Hussey told the despatcher he had not seen the man when the train crossed the bridge and there was no marks on the locomotive or coaches.

Crowd quickly collects.

Happening as it did at a time when there is heavy traffic of all kinds between Ottawa and Hull, the fatality quickly drew a large crowd of the curious. Automobiles were lined up long distances on both sides of the bridge, Hull Electric Railway cars was stopped and pedestrians flocked in from every direction.

C.P.R. Train No. 7, known as the Trans-Canada Limited, left the Union Station continuing its westward Journey at 10. 50 p.m. daylight saving time. Joseph Guenette, 93 Murray Street, bridge watchman, said that as the train reached a point about 100 yards north of the Ottawa end of the bridge he saw a man suddenly climb over the parapet on the east side of the bridge and run into the heavy train. As the headlight rays had past the point where the men leap leapt apparently the engineer did not see him and drove on, ignorant of the tragedy.

More

07/11/1929 *Ottawa Citizen**Montreal and Ottawa**McAlpine*

Tramman Slips To Death Under Moving Freight

H. Sproule, 46 Laurel Street, Ottawa, Stumbles off Slippery Station Platform After Jumping From Train

Slipping under the wheels of a moving freight train from which he jumped to the station platform at McAlpin, Ont., 51 miles east of Ottawa.

Herbert Sproule, 46 Laurel street, Ottawa, C.P.R. conductor, was instantly killed yesterday afternoon.

The cause of the accident is attributed to the slippery condition of the concrete station platform due to milk having been spilled during loading operations in the morning, together with rain which fell at intervals during the day. According to witnesses, Mr. Sproule. who was working as brakeman, stepped from the locomotive and losing his footing, slipped under the train.

According to local CPR. officials, Mr. Sproule left Ottawa yesterday on Ottawa-Montreal freight train No. 92. It was said that both the conductor and engineer on the train noticed him slipping, but were unable to do anything.

Train Moving Slowly.

When the accident occurred the train was moving at a slow rate part the station platform and when Sproule was seen to stumble and disappear under the cars it was quickly brought to a stop. Members of the crew rushed to the scene and found his body under the train with both legs severed near the ankles and his skull fractured. Medical aid was at once summoned, but the doctor, on his arrival, pronounced Sproule dead.

Coroner H. H. Kirby, MD., of Hawkesbury, was notified and viewed the body. An inquest was onened at which a jury was sworn in and the formal identification took place. The taking of evidence concerning the accident was adjourned until Thursday, November 14. in McAlpin station.

Burney's ambulance was called from the city and the body of the late Mr. Sproule was brought to Ottawa.

15/11/1929 *Ottawa Citizen**Montreal and Ottawa**McAlpin*

Finds death of C.P.R. employe was accidental.

A verdict of accidental death was returned by a coroner's jury at McAlpin station last evening after hearing evidence concerning the death of Herbert Sproule, 64, Laurel street, Ottawa, C.P.R. conductor, who was instantly killed on the afternoon of Nov.6, when he slipped under the whels of a moving freight train at McAlpin station. Coroner H.H. Kirby, M.D., of Hawkesbury, presided. Five witnesses were heard, their evidence being that Sproule jumped off the moving train and slipped on the platform and under the wheels. Those who gave evidence were: Mr.

McMermott, brakesman, and William Pearl, station agent.

21/07/1930 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

Unknown is killed trying to steal ride

Man falls beneath train at Vankleek Hill.

Falling beneath the wheels of a moving train at Vankleek Hill Saturday afternoon, an unidentified man was so badly injured that he died shortly after. It was the man's third attempt to steal a ride on the Montreal-Ottawa C.P.R. train, the crew having put him off twice before. He was at first found by the crew to be riding behind the tender. He was put off and again tried to board the train as it was leaving Vankleek Hill station. He was put off again but as the train got up speed he tried to grasp a handle on one of the coaches and missed, falling beneath the wheels.

Dr. A. McDonald, of Vankleek Hill, was unable to do anything for the man, who refused to reveal his identity before he died. He is described as being between 25 and 30 years old, clean shaven, dark brown hair, five feet, seven inches in height and weighing 150 pounds. He wore a grey striped blue suit and black pullover sweater.

The body will be buried at Vankleek Hill sometime today, unless it is claimed.

One man killed, 2 injured, at Alfred station.

Auto bearing three young men homewards for summer vacation runs into Montreal-Ottawa Express.

Injured men are rushed to Civic Hospital here.

Three were former residents of Alfred. were working at Massena, N. Y.

One person was killed, almost instantly, and two others are in the Ottawa Civic Hospital in a serious condition, as the result of an automobile colliding with a C. P. R. Montreal - Ottawa express train, at a level crossing at Alfred station yesterday afternoon.

Wilfred Villemaire, 24 years of age, of Massena, N. Y., received such terrific injuries that he died a few minutes after the accident.

The injured are: Andre D'Aoust 19 years of age, of Massena, N. Y., and Joseph Lalonde, 20 years of age, also of Massena. Those young men are in the Ottawa Civic Hospital suffering severe head and body injuries. It is thought, however, that both will recover, although their condition is regarded as serious by hospital authorities.

Going home on holidays.

All three young men were working and living at Massena, but were on their way to Alfred where they were going to visit relatives. The three men were residents of Alfred at one time, but for the past few years were living in the United States. The trio left Massena yesterday morning on the way to Alfred where they expected to spend the holidays visiting relatives and friends.

The train with which the automobile collided was the fast westbound Montreal - Ottawa C.P.R. express No. 505. The train makes only three stops between Montreal and Ottawa. No stop is made at Alfred and the train at the time of the accident is thought to have been traveling about 50 miles an hour.

The accident occurred just a short distance from the station at 2 o'clock standard time. The automobile was proceeding north on the township road which connects with the Ottawa - Montreal highway about a mile and a half from the scene of the accident. The automobile was driven by Joseph Lalonde, and it is understood that the two other young men were in the front seat with the driver.

As the automobile approached the crossing the fireman, Alex Spitell, 222 Booth street, who was looking out of the engine window, said the vehicle was going at a rapid rate of speed. As the train approached the crossing the auto did not slow up and just as the front part of the engine was a few feet over the crossing the auto ran into the side of the engine.

The emergency brakes on the locomotive were immediately applied when it was seen that a crash was about to occur, but owing to the fact that the engine was partway across the crossing the accident was unavoidable. The train was brought to a stop ten car lengths from the crossing and immediately the train crew rushed to the crossing.

The automobile was completely demolished and the three men were lying on the side of the road, having been thrown clear of the vehicle. What aid could be given was administered to the injured men and when it was known that one of the men was so badly injured that he was dying, the other two were placed on the train. Dr. J. A. Larocque, of Alfred, could not be reached so the train pulled onto Bourget where Dr. J.B. Ayotte was taken aboard and during the trip to the city administered first aid to the two men.

When the train pulled into the Union Station D'Aoust and Lalonds were conveyed on stretchers to waiting ambulances. Both were taken to the Civic Hospital (one in McEvoy Brothers ambulance and the other in George by Burney and Son.s.

C. P. R. Statement.

An official statement given out by the C.P.R. last evening said that the train at the time of the accident was traveling about 50 miles an hour and was in charge of engineer J. H. Murphy, 122 Beech street; Fireman A. Spitell, 222 Booth street, and Conductor Duncan McDiarmid, 175 Preston street. The train was number 505, Montreal to Ottawa and makes only three stops on the trip. These are at Montreal West, Westmount and Vankleek Hill. The fireman was looking out of the engine cab window and saw the automobile approaching the crossing, but as the train neared the crossing the auto did not slacken its pace. The fireman shouted to the engineer, who immediately applied the emergency brakes, but the accident was unavoidable on the part of the train crew, the report states.

The train was stopped in ten car lengths. The train left Montreal at 12 o'clock noon and was due in Ottawa at 3 o'clock. Owing to the accident the train was 25 minutes late. The accident occurred at exactly 1.58 o'clock according to the report.

Inquest opened.

Dr. H.H Kirby, coroner of Hawkesbury, was called and opened an inquest at the scene of the accident yesterday afternoon. After the usual formalities it was adjourned until August 8th in the town hall, Alfred.

26/07/1930 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

Relatives identify body of man killed by train

Hawkesbury, Ont., July 25 - positive identification of the body of the man who was killed by C.P.R train number 505 near Vankleek Hill station on July 19th was made at a resumed session of the inquest held today and presided over by Coroner H. H. Kirby, M.D. The body is that of Pascal Noel Lebel of Montreal, who according to evidence, set out to "beat" his way to Ottawa. The mother, a sister and brother-in-law of the deceased testified. Following the taking of evidence, a verdict was given to the effect that the deceased came to his death on July 19th near Vankleek Hill station in an accident in connection with C.P.R. train 505. A rider clearing the train crew of all blame for the accident was added.

09/08/1930 *La Press**Montreal and Ottawa**Rigaud*

G  d  on Vall  e (named Napol  on in the newspaper) was walking on the tracks when the CPR rapido ran him over some 1200 feet from the Rigaud station.

Lorraine Chevrier transcription

18/08/1930 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

Tar laden truck smashed by train

Two men jump for their lives, one of them seriously hurt.

Plantagenet. Two men were injured, one seriously, when a tar spreading truck was struck by an eastbound C.P.R. train at the crossing here shortly before noon.

Ivan Gillespie, aged 30, of London, Ont., driver of the truck, was badly burned about the face and hands, and suffered a fracture of one arm, while Wallace Focault, aged 25, of Montreal suffered minor bruises. Both men jumped to save their lives.

The truck, which is owned by the G.G. McCarthy Construction Co., of Montreal, was engaged in roadwork, and carried 1,000 gallons of hot tar.

Just at the crossing here the truck was trying to dge an automobile when the roar of the train was heard. They had no time to move the truck from the tracks, but leaped to the ground clear of the rails. The truck was demolished and its contents plateres a house beside the track.

The men were rushed to Dr. E.P. Kelly's hospital at hawkesbury, Ont. It was later announced that though Gillespie's injuries were serious, he would likely recover. Focault is in no danger.

21/10/1930 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Find Daniel McDonough's Death Was Accidental

A verdict of accidental death was returned last evening by a coroner's jury investigating the death of Daniel McDonough, 40 years of age, of 211 Guigues avenue, who died at the Ottawa General Hospital on Oct 12, from injuries received when he is believed to have been struck by a CPR train on the Alexandra Bridge on the evening of Oct. 10. There was no evidence submitted to show that the train struck Mr. McDonough, although everything pointed to that. Those who gave evidence were: John Carron, 87 Kent street: R. Moffatt, C.P.R. engineer. 1187 Gladstone avenue: H. M. Richard, 60 Nelson street; Joseph A. Casault, 30 Marier road, Eastview: Dr. J. J. Danby, Constables L. S. Collins. J. Patenaude and Robert Rennie, CPR.. fireman. 14 Melrose avenue.

Didn't Want a Race But Train Must Win What

Sir Wm. Van Horne Said to Engineer Who Pulled Fast Train From Montreal to Ottawa and Ran Parallel to Grand Trunk Train for 18 Miles in the Days of Fast Travel.

In the early days of the C.P.R. Ottawa to Montreal short line, there used to be some great races between the trains of the C.P.R. and those of the Grand Trunk Railway on the 17 or 18 miles where the tracks ran parallel between Dorval and Vaudreuil.

In the early nineteen hundreds. Engineer Richard Botterell ran on the C P.R. short line. He tells interesting stories about the races which used to take place.

On one occasion on the trip to Ottawa Sir Donald Smith (later Lord Strathcona), a director of the C.P.R. then, was a passenger. When the train reached Ottawa, he went to Engineer Botterell and said: "That was the best run I ever had." The trip between "Vankleek Hill and Ottawa, 55½ miles had been made in 46 minutes.

It is told that on one occasion during these C.P.R.-G.T.R. races, Sir Wm. Van Horne, before leaving Montreal for Ottawa, said to the engineer: "I want you to understand that we do not want any racing on this trip."

"All right, sir," the engineer replied, touching his hat.

"But," Sir William added, with a twinkle in his eye, "pity help you if the Grand Trunk passes you."

It did not.

On one occasion Engineer Botterell left the old Union Station at the Chaudiere for Montreal, with thirteen cars on the Winnipeg to Montreal train. The train left the Chaudiere at 5.15 and arrived in Montreal at 7.38.

This made the trip to Montreal 2 hours and 23. minutes. When it is remembered that the train had to cross two bridges slowly and go around the rear of Hull and stop at the Ottawa station, it will be admitted that that train did not have any moss grow under its wheels.

The usual time on the fast C.P.R. trains to Montreal (Ottawa station) used to be 2 hours and 2 minutes down time.

* * *

Even on some occasions when the fog was dense the Ottawa to Montreal fast trains used to keep the schedule of 2 hours and 10 minutes. There were days when engineers could not see ten feet ahead. There were days when engine crews said silent prayers that they would not hit anything.

02/02/1931 *Ottawa Citizen*

Montreal and Ottawa

Interprovincial Bridge

Unidentified man killed by engine on railway track

Up to noon today the unknown man who was instantly killed early last evening when struck by a C.P.R. engine near the Ottawa end of the Alexandria bridge, has not been identified although several persons visited Gauthier's morgue where body was taken following the accident.

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According to an eye-witness the man was crossing over the street car and railway tracks from the south to the northbound roadway and did not see the light engine approaching across the bridge. the engine was in charge of Engineer James Johnston and Fireman Jack Finn.

Engineer Johnston in his report stated that while proceeding at about twelve miles an hour a man, who was walking alongside the track, stepped between the rails immediately in front of the locomotive.

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Three die when train hits auto at crossing.

Three well-known Ottawa men were killed and two others seriously injured then the car in which they were returning from the Fairmont Golf Club was struck by the C.P.R. Imperial Limited at the St. Hyacinthe street level crossing at Beemer Station in the northern part of Hull early Sunday morning.

The train was travelling slowly, but the impact was sufficient to deflect the speeding car from its course. It turned completely around and crashed into a post, hurling the five occupants to the ground.

Emergency brake was pulled back

Evidence of the train crew indicated the car was travelling at a fairly fast rate of speed and in another fraction of a second would have been safely across the track as the engine struck fairly in the rear of the auto.

Evidently, James Shedden, owner and driver of the car, caught a glimpse of the train in those awful moments before the terrible impact came, for inspection of the car wreckage after the crash showed the emergency brake had been pulled back so strongly that even the two great shocks of collision with the locomotive and post failed to release it.

"If the driver had been looking for the train he could have sighted it while he was still fifty feet from the track and while it was about a hundred and fifty yards to his left. The road leading up to the crossing had been worn smooth and slippery and there were no chains on the car to help to bring it to a stop. It is thought the driver slammed on his brakes as soon as he saw the train, and in a few terrifying seconds the car slid along the slippery highway to doom.

As the car crashed, spun around and hurtled into the post, Scharf's body was hurled fifty feet to the platform of the Beemer station, the other side of the tracks. The others were all found within ten feet of the crash. The two survivors were found together, covered by the debris of the car, and within four feet of the spot where the collision occurred.

Open Inquest Today.

The train was stopped by Engineer Kelly within two coach lengths, and the injured rushed to Sacred Heart Hospital. An inquest was opened this morning by Coroner J. A. Isabelle.

Scharf, Tierney, Shedden and Warner were all employees of the Ottawa Car Garage. Casey, one of the survivors, had been working there until recently.

The funerals will all be held Tuesday, that of Tierney at 8.30 a.m., and those of Scharf and Shedden at 1.15 p.m. and 2.30 p.m. respectively, all from their late residences.

When those who were awakened by the crash donned a few clothes and rushed to the scene, the engine of the car was still running and the lights were still on.

According to the management of the Fairmont Club, the men had been there less than half an hour after arriving there just about midnight. Casey, interview in hospital, explained that the party had not been premeditated, but just organized late in the evening on the spur of the moment.

Warning Bell Support.

The car, which glanced from the train to plunge into a telephone post, finally ended its wild career resting against another post a few feet from the one it first struck. A peculiar irony exists in the fact that the post which marked the last resting place of the death car was the support for the warning bell which guards the crossing.

Norman Casey, now fighting for life. In Sacred Heart Hospital, admitted one or two of the men had a glass of beer, but was positive that no one in the car was drunk. He was half asleep in the back seat of the car and knew nothing of the danger until the crash came.

He could not say if the driver had seen the train or not. Examination of the car later gave rise to the belief that Shedden, the driver, had seen the train as the hand brake was pulled back to the limit.

Car Badly Smashed.

The car was badly smashed. The train struck just behind the driver's seat on the left side. The windshield was shattered, as were the left windows. The right windows were not even cracked. All the left side, back and top was torn away.

Warner and Casey, the survivors, were seated on the right seat of the car.

Returning from the Fairmont Golf Club, near Fairy Lake, the party proceeded from the clubhouse and followed the Mountain road in to St. Joseph Boulevard, then they went along the boulevard as far as Montclair street, which they followed to St. Redempteur. From St. Redempteur they turned down Levis street and proceeded to St. Hyacinthe.

It was at the C.P.R. crossing on St. Hyacinthe street between Gamelin and St. Etienne streets where the crash occurred.

They were travelling west on St. Hyacinthe street, evidently with the object of reaching Bridge street and going along this to the Chaudiere bridge, as most of them lived in the western part of the city.

The C.P.R. Imperial Limited was going north and approached them from the left side. The curve in the railroad track leading up to the crossing is slight and the party would have had an unobscured view of the track for three hundred yards had it not been for a small house on their left which reduced their field of vision to about one hundred yards. From a survey of the ground, it is apparent that the car could not have been more than fifty feet from the track when the driver saw the train, even if he noticed it as soon as it came into his range of vision.

Brake Pulled Back.

Evidently Shedden, the driver and owner of the car, saw the train, for examination after the accident showed that the emergency brake had been pulled backwards as hard as human strength could apply it. However, it is thought his momentum was too great to stop soon enough, as the road there is well-beaten and smooth and the car was not equipped with chains.

Reconstruction of the tragedy gave evidence that the car slid a little more than half-way across the track before coming to a stop or before the crashing locomotive stopped it in its fatal progress. This is deduced from the fact that the front of the car as far back as the driver's seat was not touched by the engine, but dented later by the impact with a post against which it was hurled.

Hit in the rear and left, the car swung completely around and was thrown against the signal post on the opposite side of the track from which it had been approaching. This was a distance of about only seven feet. The impact against the post threw the occupants from the car through the opening afforded when the left section of the body had been ripped away.

Dead When Found.

Scharf was thrown about fifty feet from the car, his body being picked up by Constable Sanscartier on the platform on the west side of the track and in the direction of the train's progress. He was killed instantly.

The remains of Tierney were found about eight feet away, immediately in the line of the automobile's direction. He had been flung from the doomed vehicle and plunged head first into a snowbank. He was dead when picked up and a deep impression was made where his head struck the snow.

James Shedden, the driver, who died while being rushed to the hospital, was found only four feet from the automobile on the same side of the track as his ill-fated comrades. Scharf and Tierney. He had suffered a fractured skull and internal injuries.

Warner and Casey, who were in the front and back seats on the right side of the car, the opposite one to that crashed by the locomotive, were flung out bodily as the car swung around and were picked up lying side by side, only two or three feet from the car, but covered with the debris of the smashed auto body.

Warner, Casey and Shedden, picked up by Constable Sanscartier and Constable F. Perron, were rushed to Sacred Heart Hospital, Hull, in Beauchamp's ambulance. The body of Scharf was taken to Gauthier's undertaking parlors, while the remains of Tierney were removed to Beauchamp's parlor.

17/02/1931 Ottawa Citizen

Montreal and Ottawa

Hull

Gates at Four Crossings Are Recommended

Jury Inquiring Into Deaths of Three Ottawa Men in Hull Holds No One Criminally Responsible.

Presume Auto Driver Failed to See Train

P. B. Mellon, Jr., Eye-Witness to Tragedy, Tried to Prevent Crash.

Declaring that no one could be held criminally responsible for the crossing at St. Hyacinthe street Hull, on February 8, when three Ottawa residents were killed when the automobile in which they were riding was struck by a train and two others were seriously injured, a coroner's jury last evening rendered a verdict of accidental death.

A strong recommendation was made by the jury that the Canadian Pacific Railway Company install gates at the four level crossings situated between Ottawa and Beemer station. The crossings are at St. Florent, St. Henri, St. Hyacinthe and St. Redempteur streets.

The inquest was held at Gauthier's undertaking parlors, Hull, and was presided over by Dr. Joseph Isabelle, coroner for Hull district. Only four witnesses were heard. The engineer and fireman of the train an eye-witness of the accident, Peter B. Mellon, Jr., of 99 Gilmour street, Ottawa, and J. E. McCann, 191 Fourth avenue, Ottawa, who was called for identification of the bodies.

Due to the fact that the three men were killed in the same accident, it was only necessary to hold the inquest on one of the victims. Those who lost their lives in the accident were: Oswald Scharf, 340 Clemow avenue; James Tierney, 76 Spruce street, and James Shedden, 12 Java street. The two injured, John Ross Warner, 183 Bay street and Norman Casey, 179 Percy street, are still in the Sacred Heart Hospital recovering from their injuries. The accident occurred when the party was returning from the Fairmont Golf Club, Mountain road. Shedden was driving the car and it was presumed that he did not see the train approach the crossing.

Travelling Slowly

Patrick Kelly, 273 Bayswater avenue, locomotive engineer, who was in charge of the train, stated that on Sunday morning at 1.16 o'clock he was in charge of the Imperial Limited train as it left Union Station. The train was six minutes late. He said he did not see the car until it reached the crossing. The witness testified that the train, which was composed of 12 coaches, was not travelling at more than 8 or 10 miles an hour. The engineer said, that before approaching the four crossings he blew the whistle and sounded the train bell. When the accident occurred he applied the brakes and the train was stopped in less than 250 feet.

W. R. Creighton, 123 Bayswater avenue, Ottawa, the locomotive fireman, corroborated Mr. Kelly's evidence.

Eye-witness Evidence.

P. B. Mellon, Jr., was the last witness heard. He related that he was driving a car on St. Hyacinthe street and when he approached the crossing he heard the whistle of a train. He stopped his car and suddenly he saw an automobile approaching the crossing. The witness said that this automobile was proceeding at a speed which he estimated was of about 20 to 25 miles an hour. He first thought the car would stop but when he saw that it was continuing its way, he flashed his headlights in order to prevent the accident and also sounded the horn, but the train struck the back of the automobile. Mr. Mellon also stated that in his opinion the train was not going at more than 10 miles an hour.

The jury rendered its verdict without deliberating. The jury was composed of J. C. Goulet, J. B. Chantigny, Romeo Seguin, A. Gagnon, Omer Gregoire and J. B. Michon. Crown Attorney J. A. Parent, K.C., questioned the witnesses and Philip Foran represented the interests of the Canadian Pacific Railway Company.

11/08/1931 Ottawa Citizen

Montreal and Ottawa

Pigeon Crashed Through Locomotive Headlight

Injured Bird Found By Engineer on C.P.R. Train.

It's quite an experience for any pigeon to be a passenger aboard a train, but when a pigeon is a passenger in the casing of the headlight of a locomotive travelling at seventy miles an hour, it's an adventure.

And that is exactly what happened Sunday night when a tiny pigeon broke the glass in the headlight of an Ottawa-bound CPR engine in charge of C.F. Towsley, 5 Elm street. Mr. Towsley was proceeding from Vaudreuil to Vankleek Hill with his train when he noticed his headlamp flickering. He did not know the glass was broken, but decided to investigate on arrival at Vankleek Hill. He did so, and found the bird, still alive.

Mr. Towsley brought the bird into the cabin, and when he pulled into the Union Station he placed it on the platform, but the bird could not fly, as it had been injured. The only mark of identification is a celluloid ring on its left leg. Mr. Towsley is anxious to locate the owner of the bird

21/08/1931 Ottawa Citizen

Montreal and Ottawa

Hull Beemer

Excitement reigned supreme in Hull this morning - and it was not because of the provincial election campaign. Instead the Transpottine city was enveloped in smoke, three fires raging at the same time. Little actual damage, however, was reported, although thousands from Ottawa and Hull visited the various blazes on seeing the dense clouds of smoke hovering over the city.

Every available piece of apparatus at the command of the Hull fire department was put into play, while No. 2 Ottawa fire station pump was also summoned to assist in extinguishing one of the blazes.

The first call came at 11 o'clock when Hull stations No. 1 and 3 responded to an alarm from the Canadian Pacific Railway yards near the Beemer station where a large quantity of ties and logs, covered with tar had ignited. Several streams were used, but the smoke continued to ascend in large volume. The logs adjoined the Hull Electric Railway barns, but firemen prevented damage to the building by sprinkling water on it. There were also several freight cars on the tracks, neighboring the logs and ties but none took fire. The complete damage is estimated at \$500.

While the firemen were engaged in battling the blaze at the Canadian Pacific yards another call came from the Canada Cement plant, where a bush fire was in progress on its adjacent land. Chief Alphonse Tessier divided his forces, despatching a pump to the scene.

In the meantime a third summons was received to extinguish a bush fire on the Canadian Pacific Railway property near the Prince of Wales bridge, Aylmer road. No. 2 station Ottawa responded to the latest alarm, reporting no damage at all.

The voluminous clouds of smoke could be seen in practically every section, and hundreds called The Citizen to ascertain the whereabouts of the blazes.

22/01/1932 Ottawa Citizen

Montreal and Ottawa

Alfred

Train Delayed By Break In Wheel of Locomotive

The Imperial Limited, crack Montreal-Vancouver Canadian Pacific Railway train was delayed more than three hours at Alfred, Ont., last night when one of the front guide wheels of the engine broke. Neither the engine nor any of the coaches was derailed and the train was brought to a stop without any of the passengers being aware of the cause.

The news of the breakdown was wired to Ottawa and another engine sent from here to the scene to bring the train to the Capital. The train which was due to arrive here at 9.16 last night did not pull into the station until 12.20 this morning. It left Montreal at 7.35 p.m.

W. Desmaris Hurt As Auto Skidded Into Path of Train

Fortunately C.P.R. Electric Coach Not Travelling Fast Over Hull Crossing. Wilfrid Desmarais, 355 St Andrew street, Ottawa, suffered dislocations of his hips and received serious cuts about his head when the automobile he was driving skidded into the path of the C.P.R. Ottawa-Maniwaki electric train at the Montclair Boulevard crossing, near the Beemer Station, at 9.15 this morning.

The exact extent of Mr. Desmarais' injuries will not be known until the results of the X-ray to be taken this afternoon are disclosed. He is now at the Sacred Heart Hospital, where he is reported to be resting- comfortably.

Fortunately, at the point where the accident occurred the train does not proceed at a very high speed. Mr. Desmarais was proceeding towards Hull from Wrightville. He noticed the approaching train and when he applied the brakes of his automobile the vehicle swung on to the tracks, where it was struck by the train and pushed about 100 feet.

Engineer Michael Kelly, 185 Bayswater avenue, and Conductor H. Bell, 253 Bronson avenue, after the train was brought to a stop, rushed to Mr. Desmarais' aid. Beauchamp's ambulance was called and he was taken to the hospital, where his injuries were attended to by Dr. E. Perras, Hull. The car was damaged considerably.

03/12/1932 *L'Interrogation**Montreal and Ottawa**Rigaud*

October 6 1932: Cyrille Perron was apparently hit by a train while at the Rigaud station. This story is unclear. Was Perron pushed or placed onto the tracks to hide some crime ?

The accident occurred on October 6th 1932 and in February 1933, a detective returned to the scene of Perron's death. No engineer is mentioned in this accident. I tried to get information from the police and was told that the dossier was destroyed. So we'll never know for sure what happened to this man. (L'Interrogation, 3 décembre 1932 and L'Interrogation, 18 Février 1933)

16/03/1933 *Ottawa Citizen**Montreal and Ottawa**Royal Scot*

Royal Scot Will Form An Exhibit At Chicago Fair

Famous British Passenger Train Will Be Shipped Complete via C. P. R. Freighter.

MONTREAL. March 16. The Royal Scot, outstanding British railroad passenger train, and the pride of the London, Midland and Scottish Railway, will form one of the most interesting exhibits at Chicago's Century of Progress World Fair, when that great exhibition opens on June 1 next. With characteristic British enterprise, officials of the London, Midland and Scottish Railway have arranged to ship a Royal Scot complete, and the train will be unloaded from one of the Canadian Pacific "Beaver" line freighters in Montreal about May 1.

The engine and eight cars comprising the train will be on view in Windsor Station prior to commencing a Canadian tour under her own power. This tour will provide Canadians in Ontario and Quebec centers with an opportunity to visit and inspect the train, and to see at first hand the last word in British engine and coach construction. On her way to Chicago the Royal Scot will travel over Canadian Pacific lines, and will return via Canadian National lines.

While the primary reason for the visit is to take part in the Chicago World's Fair, arrangements have been made in full co-operation with the principal railroad systems of Canada and the United States for the train to make extensive tours of the North American continent both before and after the exhibition. At each of the cities and towns visited, the Royal Scot will be thrown open to public view and special invitations to inspect her will be extended to city dignitaries and prominent citizens.

This will be the first occasion on which a complete British train has visited America. Just 40 years ago, in 1893, the London and North Western Railway, now a constituent part of the L.M.S. Railway, sent an engine named "Queen Empress" and two coaches to the Worlds Columbia Exposition held in Chicago that year. The Royal Scot follows up that visit as a resplendent ambassador of British railways of 1933.

Has Long History.

The Royal Scot, while affording visual evidence of the striking progress and development made in 40 years of British train construction, has a history that goes much further back than that. In 1848 the first train for Scotland left Euston Station at 10 a.m. by the famous West Coast route. On June 1, 1862, the departure time of 10 a.m. for the morning express from Euston to Glasgow and Edinburgh was standardized, and since then the "Ten O'clock," later known as the Royal Scot, has left Euston at that hour without a break. In nearly 71 years of unbroken service, the northbound and southbound Royal Scot expresses have covered between them 17 000,000 miles.

The engine selected for the tour of this continent is No. 6100 "Royal Scot" precursor of a class of 70 engines of the same type, and representing the most powerful type of passenger express engine working on the L.M.S. system. Named in many cases after famous British fighting regiments, these locomotives have, since their introduction in 1927, had charge of the most important Anglo-Scottish express services as well as the very tightly-scheduled express on inter-city runs and on boat trains.

Hold Many Records.

Royal Scot engines hold more than one speed and endurance record. In April, 1928, Engine No 6113 "Cameronian" set up a world's record run by making the journey of 401 1-2 miles between Euston and Glasgow without a stop of any kind. This type of engine also hauls two expresses, the 9 45 a.m. "Mancunian" from Manchester to Euston and the 5.25 p.m. express Liverpool to Euston, that each claim daily honors for faster runs of over 150 miles' duration than any other European expresses.

The vehicles composing the train itself will be representative of the standard of British workmanship famous the world over. There will be eight vehicles in all, namely a third class corridor brake, third class vestibule coach, electric kitchen car, first class corridor, vestibule coach, lounge car, third class sleeping car, first class sleeping car, first class corridor brake.

The coaches will in every way be the standard equipment of L.M.S. Anglo-Scottish services.

16/03/1933 *Ottawa Citizen**Montreal and Ottawa**St. Hyacinthe*

Hull Man's Escape At Rail Crossing

Car Driven by Arthur Monette Collides With C.P.R. Maniwaki-Ottawa Train

Arthur Monette, 61 St. Hyacinthe street, Hull, had a narrow escape from death or serious injury when his automobile crashed into the C.P.R. Maniwaki-Ottawa train at 10 35 o'clock this morning at St. Hyacinthe street crossing, where three Ottawa men were killed a year ago. Fortunately, the train was just leaving Beemer station and was proceeding slowly.

The train dragged the automobile: for a few yards Mr. Monette was uninjured but the radiator and mudguards of the car were smashed.

Howe Bell, conductor of the train, reported the accident to railway authorities in Ottawa. The train is scheduled to arrive in the Capital at 10.45 a.m.

Come to Ottawa Early Next Month

Residents To Have Chance To Inspect Royal Scot Here on May 2nd.

Known as the fastest long-distance train in the world, the Royal Scot, of the London, Midland and Scottish Railway, is to visit Ottawa before going on exhibition at Chicago in June at the Century of Progress Exhibition. The scheduled time for its appearance in Ottawa is at present Tuesday, May 2nd, to be on exhibition here from 9 a.m. to 9 30 p.m.

The complete train is to be shipped from Tilbury docks on the C.P.R. liner S.S. Beaverdale. It will consist of a locomotive and tender, 3rd class brake coach (similar in arrangement to our day coaches); 1st class corridor vestibule coach, electric kitchen car, lounge car (similar to our club cars), 3rd class sleeper, 1st class sleeper and 1st class corridor brake coach.

The S.S. Beaverdale is due to arrive in Montreal the week of April 22nd. Upon arrival of the boat, the train will be assembled in the C P R shops at Montreal, after which it will be placed on exhibition at the Windsor station on May 1st. It will leave Montreal on Tuesday, May 2 at 6 a.m. for Ottawa. The train will be slowed down at Ste. Anne de Bellevue, Vaudreuil, Hudson, Rigaud and Vankleek Hill to give the residents of those places a chance to see the famous train.

From Ottawa it will proceed to Toronto, Hamilton and Buffalo, leaving the latter city on May 5th to carry out rather an extensive itinerary in the United States before going to Chicago for the exhibition.

On its trip through parts of Canada the train will be in charge of an English driver, stoker, mechanic and conductor in addition to a C.P.R. pilot crew..

20/04/1933 *Ottawa Citizen*

Montreal and Ottawa

The Royal Scot

English railway trains have long been the object of native pride and foreign admiration. They are neat, comfortable and fast. They travel on the best road beds in the world and hold the speed records. They travel on time and are divided into three classes.

Ottawa will be given an opportunity to look at an English train early next month when the celebrated "Royal Scot," crack London to Glasgow train of the L. M. S. (London, Midland and Scottish Railway Company) will halt here on its way to the Chicago World's Fair this summer. It will disabuse many minds who have learned to believe that Canadian trains are bigger, better and more elaborate than English.

Probably the first thing that will strike local visitors will be the engine. It will have no bell and its whistle will be shrill compared with our own engines. It will be smaller, too, but powerful enough. And it will be a thing of shining splendor compared with native locomotives. British railways paint their engines a lovely dark green or red and maroon, and the brass work gleams.

The "Royal Scot" is a corridor train. This ensures communication from end to end, but still preserves the privacy of a compartment. The first class compartments are really first class, and the third is really as good as most first on this continent. But the passengers still insist on facing each other.

It is rather a pity the whole London to Glasgow line could not have been brought over with the "Royal Scot." For on a strange permanent way the train is not likely to behave as it does at home. However, the pride of British railway engineering will be a welcome visitor.

Royal Scot attracts many to Union depot.

Famous British train arrives in Ottawa on start of tour in Canada and the United States.

The pride of British railroad engineers and world-famous for its record performances, the Royal Scot train arrived in Ottawa at 10.15 o'clock this morning and is on display at Union station until 9 o'clock tonight. The crack British train is en route to Chicago, having arrived here today from Montreal. It also will visit Toronto and Hamilton.

The Royal Scot left Westmount station at 7.05 a.m. Between mileage 81 and 82, close to Westmount, William Gilbertson, the driver, opened up the throttle of the speedy train and attained a speed of 72.5 miles per hour.

The train stopped at several stations en route between Montreal and Ottawa so that residents of these places might have an opportunity of seeing it. While it was stopped at Vaudreuil, a Pointe Claire school teacher who was inspecting it, was struck by a C.N.R. train and was killed.

Hundreds of people inspected the train in Ottawa during this morning and early afternoon. Large crowds were on hand at all six stations at which the train stopped between Montreal and Ottawa. A mass of enthusiastic humanity, which even exceeded the hopeful expectations of the officials of the C.P.R. and London Midland and Scottish Railway, of which the train is a flier de luxe between London and Edinburgh, went through the cars of the train to see a typical example of the way in which Englishmen travel.

Ornate decorations.

The contrast in size and color with the typical Canadian train was obvious at the station at Ottawa. Both the engine and the decorations of the coaches are much more ornate than on the Canadian trains. The red and gold of the Royal Scot showed up vividly against the deep black of the Canadian trains in the Union station yards.

A C.P.R. pilot who knew the road between Montreal and Ottawa was on hand to guide the British train crew. A number of C.P.R. and L.M.S. officials also accompanied the train on its journey from Montreal.

Among the visitors to Union station to see a breath of railway England was His Excellency the Governor general who greeted members of the train crew and inspected the train. He was attended by Capt. C.G.B. Tryon, A.D.C.

The Royal Scot will leave for Toronto tonight at 9 o'clock daylight saving time.

The C.P.R. officials who travelled with the train from Montreal to Ottawa were H.W. Broadie, overseas passenger manager and J.K. Savage, general superintendent.

The Governor General, the Prime Minister and cabinet were received by John A. McGill general passenger agent of the C.P.R. Ottawa at the station. Both the vice-regal party and Premier Bennett and his ministers evinced a keen interest in The Royal Scot.

The conductor of the train was W.A. Riddle, of the C.P.R. Ottawa and the pilot was W.J. Creighton, also of Ottawa.

Other C.P.R. officials who travelled on the train between Montreal and Ottawa were CA. Wheeler, master mechanic, Montreal; A. Piers, assistant superintendent of motive power, Montreal; H.B. Bowen, chief of the motor car and power department, Montreal and family; H. Smith, divisional master mechanic, Smiths Falls; R.V. Carleton, divisional master mechanic, Montreal, O.G. Teipert, district electrician, Montreal; J.W. Hughes, electrical engineer of Eastern lines, Montreal; R. Thomas chief airbrake inspector; W.H. Bevins, Westinghouse air-brake representative; M. Hay, locomotive foreman, Smiths Falls; W.H. Tully assistant superintendent, Smiths Falls; W. Garland, assistant superintendent, Ottawa.

Upholding a tradition

"The train with a tradition" is the slogan applied to The Royal Scot. For over 70 years a train has left Euston station, London, for Scotland at the present departure time of 10 a.m., although not always under her present name. She celebrated her 70th birthday as the "ten o'clock" on June 1, 1932. The north-bound and the south-bound Royal Scot have covered between them 17,000,000. (miles)

Railroads were very young when the first service between England and Scotland was started. The union of the two countries by rail was one of the early objects of railroad engineers. The first train to make a through journey from London to Glasgow left Euston station at 10 a.m. on February 15, 1848. the overall speed made by the train which is now The Royal Scot was 32.9 miles per hour. She now makes the trip of 400 miles in overall speed of 52.4 miles per hour. The time for the journey has been cut down from 12 hours and ten minutes in 1848 to seven hours and 40 minutes in 1932.

One feature which attracts the attention of travelers from Canada and the United States when comparing British trains with their own is that, although the rail gauge is the same, there is a noticeable difference in height and width, while the locomotives of the North American continent are considerably larger than those employed in Britain.

-- much more Reason for Small Engines etc.

Famous British Train Creates Great Interest

Royal Scot Inspected By 12,000 Ottawans Before 7.30 p.m. and Probably A Many More Later.

Seldom, if ever, was such interest shown in an exhibition in Ottawa as that accorded the Royal Scot, world famous train. Even before its arrival at 10.15 o'clock yesterday morning people were on hand to greet it and when the crack flier of the London, Midland and Scottish Railway pulled out of Union Station at 10.30 o'clock (daylight saving time) last night for Toronto the station was crowded to capacity.

A count of the mass of humanity which poured through the station gates up to 7:30 p.m. shows that over 12,000 Ottawans had taken advantage of the opportunity to see an example of the accommodation given to the British railway travelling public. It is estimated that many people more came to see the train before its departure.

So great was the press of the crowd at certain periods that many people left without inspecting the interior of the eight coaches rather than wait an indefinite time in line. Others patiently took their place in the long queue and were rewarded by seeing one of the most luxuriously appointed railway trains ever to visit the capital.

Exhibition of speed

On its first inter-city run on this continent, between Montreal and Ottawa. The Royal Scot gave an exhibition of the speed for which it is famous, attaining a maximum speed between mileage 81 and 82 of 72.5 miles per hour. It stopped at six stations on route for inspection by residents and was greeted everywhere by crowds. While it was stopped at Vaudreuil a Pointe-Claire school teacher on her way across the tracks to inspect the train, was struck by a C.N.R. train and killed.

Ottawa gave the train crew and L.M.S. and C.P.R. officials a hearty send-off as the train pulled out of the station on her way to Toronto, Hamilton, Buffalo and other points in the United States. John A. McGill, city passenger agent of the C.P.R. officially said goodbye to the passengers and crew..

A LUXURIOUS TRAIN

The Royal Scot has come and gone. It seems to have left a favorable impression on those who inspected it - or her. They admtdred its brightness and omateness, its air of comfort and efficiency.

This is the train which travels in each direction daily between London and Glasgow and Edinburgh, leaving all three stations at 10 a m. Therefore the sleeping cars do not properly belong to its equipment. These cars run on sister trains which leave the same stations at night.

Nevertheless it was a good idea to put the sleeping cars on the "Royal Scot" for its tour of Canada and the United States, for they gave us a glimpse of British notions of night accommodation. Being a nautical nation,, the British seem to have been influenced by ahips berths rather than the Pullman company.

But what must have struck visitors in Ottawa most was the luxury of this famous train. The third, class accommodation is eltgant and the first magnificent. Ease and comfort are written all over the beautifully upholstered and tastefully decorated compartments designed for both classes of passengers.

Many no doubt expected the train to appear much smaler thanIt actually did. It is smaller and "rounder". But it was the absence of the English railway platform which reaches as high as the floor of the train that made it look larger than it looks on its native rails.

27/10/1933 *Ottawa Citizen**Montreal and Ottawa**Navan***Man Leaps On Railway Tracks As Train Near.**

Instantly Killed at Navan Victim Unidentified and Believed to Have Been Recently in Ottawa.

An unidentified man, either resident or a recent visitor to Ottawa, was instantly killed when he stepped .in front cf the Montreal Ottawa C.P.R. passenger train at Navan at 11.25 o'clock yesterday morning. A Jury was summone under Coroner Martin Powers of Rockland and after the members had been sworn in the hearing o evidence was adjourned until Monday evening, Nov. 6, at 8 o'clock at Navan.

The description of the dead man is given as height, 5 feet 8 inches weight, 150 pounds; age, 30 to 35; well dressed and muscularly built. A search of his pockets showed that all identification tags of maker and all letters and other means of identification had been removed. The only marks that remains were the name of a hat shop in Ottawa inside his hat which was very new and the letter "C" on the bucke! of his belt. Newness of the hat is: given for believing that he had recently been in Ottawa.

The members of the train crew Engineer J.P. Chisholm, and Conductor C. Neil, both of Ottawa stated that they saw the man standing beside a rail stand a short distance west of Navan and that he waited there until the engine was about 30 feet away and then made a running leap in front of the train which could not be stopped in time to avoid hitting him.

The body was taken to Tanner and Shaw's undertaking parlors at Vars. No identification had bee; made up to noon today.

07/11/1933 *Ottawa Journal**Montreal and Ottawa**Navan***Nicholson's Death Found to be Accidental**

Navan, Ont, Nov. 6 - a verdict of accidental death with no blame attached to anyone, was returned by a coroner's jury, sitting under Dr. Martin Powers, of Rockland, which investigated the circumstances surrounding the death of Earl Nicholson, 23, of Hammond, Ont. Nicholson was killed by a C.P.R. Ottawa-bound express train two miles west of this place on October 26th.

The engineer and fireman of the train by which Nicholson was killed, were present and gave evidence. Six other witnesses were called.

Nicholson, who had been boarding with a married sister in Ottawa for the past two years, disappeared the Tuesday prior to his death. At the time of the fatality, there was nothing in his clothing to establish his identity, and his name was not known until two days later, when the relatives viewed the body in the funeral parlours at vars, Ont.

17/11/1933 *Ottawa Citizen**Montreal and Ottawa**Hull, St. Redempteur street***Two Accidents Occur at Same Level Crossing**

Automobiles Struck By Trains Yesterday Afternoon and Last Night at St. Redempteur St., Hull

Occupants of two motor cars totalling seven persons narrowly escaped at least grave injuries in two accidents yesterday at the C. P. R. crossing on St. Redempteur street, Hull. One of the accidents happened about 3.05 in the afternoon in which Alvin Struthers, 336 1-2 Kent street, Ottawa, suffered a fractured leg. The other accident happened in the evening shortly before 10.30 when the most seriously hurt was Emile Villeneuve, 227 Notre Dame street, Hull, who suffered a bruise on his head.

The only cause that the accidents can be attributed to is that the drivers of the motor cars did not notice the approaching trains though one of the accidents occurred in daylight. It was stated last night that the roadway at this point is not icy.

Both accidents happened practically in the same way but those figuring in the evening mishap suffered less than the others. On both occasions trailers were attached to the autos.

Mishap Last Night

Seraphin Labelle, 27, St. Etienne street, Hull, was the driver of the car that figured in the evening accident. He was accompanied by the car owner, Emile Villeneuve and Israel St. Jean, both of 227 Notre Dame street, Hull. The car ran into the pilot of the locomotive of train No. 7 westbound between Montreal and the Soo. The collision was more of a side-swipe of the tratin and fortunately was not accompanied by any serious results.

Afternoon Accident

In the afternoon accident the engine struck the auto in the driver's side and dragged it more than 300 feet. Only the driver, Alvin Struthers, 336 1-2 Kent street, Ottawa, was injured. He suffered a broken leg and possible internal injuries. The other passengers in the auto were Irwin Prentiss, 358 Somerset street, Ottawa, Arthur Thompson, Lascelles, Que., and B. A. Rice oi Rupert, Que.

The train was pulling into Beemer station. Apparently the driver of the auto did not see the train in time to stop and as he tried to swerve onto the right of way the engine struck the car. It was dragged along the tracks for more than 300 feet but did not turn over. A trailer attached to the coupe was tossed into the ditch.

Dr. Lome Gardiner was called to Beemer station and gave medical aid.

Struthers was rushed to Civic Hospital in Beauchamp's ambulance. The train was in charge of Conductor H. Baxter. John L. McCoy, inspector for the C.P.R.. is investigating the accident.

As a result of these two accidents it is expected that there will be a move for action to protect this crossing. While the west side of St. Redempteur street is fairly open, houses line the east side to within a short distance of the right of way. At present there is no signal or gates although there is a signal bell at the St. Hyacinthe street crossing a short block east.

24/11/1933 *Ottawa Citizen**Montreal and Ottawa**Royal Scot***"Royal Scot" Starts Homeward Trip Today**

MONTREAL, Nov. 23-The world's most famous train, the Royal Scot, today was loaded on board the freighter Beaverdale for return to England which she left seven months ago.

The train has toured most of the United States and Canada, crossed the Rocky Mountains twice and been visited by in estimated 2,000,000 persons.

Tomorrow at dawn the Beaverdale will pull out for London.

Engine Driver's Quick Decision Saves Trucker

James Johnston, Engineer Of Montreal Ottawa C.P.R. Noon Train, Avoids Accident Near Cyrville.

Skidding Truck Had Rested Across Rails

Engine Truck Line. Used as Tow Truck To Clear The Line

Alertness and quick action on the part of James Johnston. 67 Ross avenue. Ottawa, engineer in charge of the Montreal-Ottawa C.P.R. train which arrived in the city at noon, was responsible for the fortunate escape shortly before 12 o'clock today of arvey [sic] Steen, 174 Arthur street, a driver of one of the Canada Bread -Company's trucks. The truck driven by Steen had swung from the slippery roadway at a railway crossing near Cyrville and came to rest in the ditch with the front part of the vehicle resting on the tracks, and directly in the path of the speeding train.

Engineer Johnston, although he did not notice the vehicle leaving the road, saw the truck as his train approached and immediately applied the emergency brakes, bringing the locomotive to a stop within less than a foot of the stalled machine. Aided by his fireman, Milton Denison. of 64 Bell street, and the driver of the truck, a chain was attached from the front of the locomotive to the auto and with the "big mogul" acting as a towing truck, the right-of-way was cleared, allowing the train to proceed towards the Capital.

In attempting to drive the car back on to the roadway a few moments later, it was overturned and slightly damaged but with the aid of a team of horses Steen was able to right his vehicle and return to Ottawa.

Engineer Johnston, who has been an engineer in the employ of the C.P.R. for many years, is the father of the late Orville Johnston, widely known orchestra leader, who met death in a diving accident at Morrisburg. Ont.. last summer.

14/05/1934 *Ottawa Citizen**Montreal and Ottawa***Oxford Group Member Is Again at Throttle:**

Sully Wood Drives Train Carrying Colleagues.

Passengers on the C.P.R. train from Montreal to Ottawa on Saturday morning did not realize that an unusual hand was guiding their progress. The engineer of the trip was Sully Wood, member of the Oxford Group international team, and riding in the cab with him and the regular engineer was Dr. Frank N. D. Buchman, leader of the Group. Sully proved to be an expert hand at the smooth handling of a big train and slid easily out of every station. As a result he was again at the throttle with the regular engineer when the "team" left for Toronto at midnight last night. "I can still take it," Sully said with a grin. He served as an engineer years ago but lost the job through drunkenness; now he is travelling through Canada expressing his gratitude to the Oxford Group for showing him how to find the power of God.

31/07/1934 *Ottawa Journal**Montreal and Ottawa**St. Redempteur***Unhurt When His Car Collides With Train**

To drive into a moving railway train and escape, unhurt was the experience of J. H. Ryan. 131 Cooper street Ottawa, who collided with the engine of the Ottawa - Montreal C.P.R. North Shore train at the level crossing at St. Redempteur street, Hull, at 8.37 o'clock this morning.

Driving towards Ottawa Mr. Ryan apparently failed to notice the approaching train until it was a few yards away from him. He swung to the right applying his brakes, and both automobile and train came to a standstill with the front tire of the machine against the front of the engine. Mr. Ryan was uninjured and after replacing the flat tire on his car, went on to Ottawa.

28/09/1934 *Ottawa Citizen**Montreal and Ottawa**Hull, St. Redempteur***Auto Struck By Train At Level Crossing, Hull**

Two Residents of Kazabazua Injured. One Only Slightly. Fourth Accident at Spot This Year.

Two residents of Kazabazua were injured yesterday afternoon when the automobile in which they were driving on St. Redempteur street, Hull, was struck at the level crossing by the Ottawa-Montreal North Shore train. The injured are Mr. and Mrs. R.E. Hogan. The woman was taken to the Ottawa General Hospital, Water street, and is suffering from head injuries while Mr. Hogan, who was driving the automobile suffered only slight bruises.

According to Constable Thomas Larabie. who investigated the accident, the car was proceeding north on St. Redempteur street when the driver failed to notice the approaching train. The train was travelling slowly as it was nearing the Beemer station. The automobile was dragged for about 15 feet before it was thrown off the track Beauchamp's ambulance was called and removed Mrs. Hogan to the hospital.

There are no gates and no signals at this crossing and yesterday's accident is the fourth this year.

Hospital authorities stated last evening that Mrs. Hogan's injuries were serious but not critical. She is attended by Dr. J. P. Bonfield.

28/09/1934 *Ottawa Journal**Montreal and Ottawa**Hull St. Redempteur***Woman Injured As Car Is Struck At Level Crossing**

Miss Elisabeth Hogan, of Kazabazua, Suffers Loss of Memory in Hull Crash.

Two residents of Kazabazua, Que., had narrow escapes from death when the automobile in which they were driving was struck by the North Shore Ottawa. Montreal C.P.R. train on the St. Redempteur street level crossing near Beemer Station. Hull, at 5.30 o'clock yesterday afternoon.

One of the occupants of the automobile. Miss Elisabeth Hogan, 64, received a serious head injury, and is at the Ottawa General Hospital, under care of Dr. J.P. Bonfield, 497 Somerset street west

Returning to Kazabazua

Miss Hogan and her nephew, R. Hogan, also of Kazabazua, had been in Hull on a shopping trip during the day, and were returning to their home. They drove north on St. Redempteur street, and apparently failed to observe the train approaching the level crossing near the station, from Ottawa Union Station.

The automobile was struck on the left side, and carried nearly 100 feet along the railway right-of-way, before the train, which was travelling very slowly at the time, to stop at the station, could be braked to a standstill.

The automobile was demolished as it was pushed along by the locomotive, but the two people were thrown clear of the wreckage. Mr. Hogan was shaken up but escaped without injury. Apparently Miss Hogan received a severe blow on the head, and was unconscious when picked up.

Narcisse Saumier, 120 St. Redempteur street, was one of the witnesses of the accident, and rendered aid to the injured woman. From Beemer station the authorities were notified by telephone, and Constable Francois Perron and Thomss Larabie of Hull police investigated the accident. Taken to Hospital.

An ambulance from Beauchamp's funeral home, only a few blocks from the crossing, took Miss Hogan to Ottawa General Hospital, where Dr. Bonfield was called to attend her.

An X-ray examination revealed Miss Hogan's skull had not been fractured, but she had apparently sustained a severe concussion, and after regaining consciousness last night was suffering from complete loss of memory. Her condition is regarded as serious.

Jury Returns Verdict Of Accidental Death

Investigating the accident in which Richard Dunlop, of Renfrew, was fatally hurt on Tuesday morning when an automobile in which he was a passenger was struck by a C.P.R. train at the Russell road crossing near Hurdman's Bridge, a coroner's jury last night returned a verdict of accidental death.

After hearing the evidence of eight witnesses the jury attached no blame to Hillyard Ebbs, of Ramsayville, driver of the automobile which skidded on the slippery road into the path of the slowly moving Montreal train.

Evidence was given by Dr. S.M. Nagle, 221 Laurier avenue east; James Dubois, Hurdman's Bridge, an eye-witness; J. D. McSheffrey, Eastview, C.P.R. section man; Eloie Huard, 142 Irving avenue, train engineer; Mark Baker, 696 Albert street, conductor; Andrew Usher, fireman; Constable John Brown, and the driver of the car.

The inquest was conducted by Dr. R. M. Cairns, coroner and he was assisted by J.A. Ritchie, K.C., Crown Attorney.

22/11/1934 *Ottawa Citizen**Montreal and Ottawa**Hull St. Redempteur***Dairy Driver Killed at Hull Level Crossing**

Emile Cadieux Victim of Fifth Accident In Year At Danger Point

Horse Also Killed And Wagon Demolished By Trans-Canada Train At Unprotected St. Redempteur Street Crossing of C.P.R.

Outfit Carried 88 ft. Before Train Stopped

No Signals, No Gates Nor Watchman at Fatal Spot. Victim's. Store Robbed Last Night.

When his milk wagon was struck by the trans-Canada C.P.R. train at the St. Redempteur street level crossing in Hull at 6 o'clock this morning, Emile Cadieux, 23-year-old resident of Hull, was instantly killed.

The wagon, horse and the driver were dragged for a distance of 88 feet after being struck. When the train was brought to a stop, the unfortunate young man was found lying on the side of the track with his feet tangled in the pilot of the engine.

So badly injured was the horse that it died a short time after the accident. The wagon and contents were completely demolished.

Fifth Accident in Year.

There are no signals, no gates, nor watchman at this crossing and during the past year five accidents have occurred there, today's being the first fatal one.

An inquest was opened at Beauchamp's undertaking parlors by Dr. Joseph Isabelle, coroner for Hull district, and following the usual formalities was adjourned until next Wednesday in order to permit the police to make an investigation into the accident.

Almost Over Crossing.

According to Constables Ernest Lavergne and Oscar Gignac, who investigated the fatality, the man was proceeding south on St. Redempteur street and had almost completely passed the crossing when the engine struck the side of the wagon and dragged it for some distance.

The train, according to railway officials, does not stop at the Beemer Station in Hull and was proceeding to Union Station, Ottawa. The train was in charge of George Smythe, 1039 Gladstone avenue, Ottawa, engineer, and J. M. Stanley, 174 Primrose avenue, Ottawa, was the conductor. The engineer told the police that he did not see the wagon until the train had reached the crossing. He applied the brakes and was able to stop the train in 88 feet.

Store Also Robbed.

It is believed that the young man failed to notice the train approaching as he was probably tired, having spent part of the night at a wedding party near his home. Mr. Cadieux, when returning to his home about three o'clock this morning with his wife, discovered that his store at 234 St. Joseph boulevard had been entered and he notified the police. Constable Gignac was sent to investigate and it was found that goods to the value of \$5 had been stolen.

Although there are no eye-witnesses besides the train crew, Arthur Paquette, 118 Laval street, Hull watchman for the Hull Electric Company at the St. Hyacinthe crossing, and George Belisle, 54 Breboeuf street, Hull, were first on the scene and notified the police. The remains were taken to Beauchamp's undertaking parlors.

Funeral arrangements are not yet completed.

PROMPT INQUIRY

Prompt action in investigating the five

24/11/1934 *Ottawa Journal**Montreal and Ottawa**Hull St. Redempteur***Believe Cadieux Hold-up Victim**

No Money Found in Clothes of Man Killed on Hull Crossing.

The absence of \$15 from his clothes have led police to investigate the theory that Emile Cadieux, 23-year-old Hull milk driver, killed by a train in Hull on Thursday morning, was the victim of holdup men.

Hull police revealed this morning that there was a possibility that Cadieux had been "slugged" by robbers and his horse and wagon then drawn across the St. Redempteur street level crossing.

Cadieux's practise was to carry at least \$15 in his possession, but after a search was made following the accident no trace of any money could be found. In support of the theory it was also pointed out by police that the milk driver should have been familiar with the train times, as he travelled the same route every morning about the same hour.

Police stated today that relatives of the deceased may ask an autopsy to reveal if the victim suffered any significant injuries to the head.

27/11/1934 *Ottawa Journal**Montreal and Ottawa**Hull St. Redempteur***Autopsy Is Performed On Body of E. Cadieux.**

To determine precisely how Emile Cadieux, Hull milk-driver who was killed Thursday morning when his wagon was struck by a train at St.

Redempteur level crossing, met his death, an autopsy was performed on the body last evening by Dr. Rosario Fontaine, chief medico-legal expert of the Quebec Attorney-General's Department.

At the close of the post-mortem held at Gauthier's morgue, Dr. Fontaine declined to discuss his findings, but intimated he would present a full report at the inquest which is scheduled for Wednesday evening.

Urges Gates Or Signals At All Hull Crossings

Jury Recommends Protection Where Streets Cross Railway. E. Cadieux'g Injuries Caused in Accident

A recommendation to the C.P.R., to place gates or signals at the various level crossings in the city of Hull was made last evening by a coroner's jury at the inquest in the death of Emile Cadieux. the 23-year-old driver who was killed last Thursday morning when his milk wagon was struck by the Trans-Canada train at the St. Redempteur street crossing. The jury rendered a verdict of accidental death.

The inquest was presided over by Dr. Josephat Isabelle and according to the report of the autopsy performed by Dr. Rosario Fontaine, all wounds found on the unfortunate young man were caused by the railway accident.

Gave Usual Signals.

Evidence heard, showed the train crew had given the usual signals before approaching the crossing and that the train was proceeding at a speed of about 10 miles an hour.

No witness heard last evening could say if the unfortunate young man had money on him on the morning of the fatal accident and the rumors that he might have been "slugged" or knocked unconscious previous to the accident were denied.

George Smythe, 1039 Gladstone avenue, Ottawa, locomotive engineer, stated that the train left Ottawa West and was proceeding to the Union Station at the moment of the accident. The train consisted of seven coaches and did not stop at the Beemer station of Hull but was proceeding at a speed of about ten miles an hour. He said that he gave the usual signals and warning before approaching the crossing and it was the fireman who had shouted to him. "Whoa, there is something in front of the train." He said he applied the emergency brakes and the train stopped within 100 feet. John Finn, locomotive fireman, 41 Spadina, corroborated the previous witness and stated the headlight of the train was on at the moment of the accident. He added that the body of the young man was found under the tender.

Stopped in 88 Feet.

Constable Ernest Laverigne, of the Hull police, who investigated the accident said he was on Bridge street, about one mile from the scene of the accident when the fatality occurred. He stated he had heard the engine's whistle and added the train had stopped 88 feet from the crossing. Other witnesses heard were: Joseph Belisle, station foreman, who also heard the engine's whistle, Frederic Carriere, agent at Beemer station, who said the usual speed of that train was ten miles an hour at the crossing, and J.M. Stanley, conductor of the train, who stated the train was proceeding at the usual speed at the moment of the fatality. Following evidence given by these witnesses, A. Learoyd, of the Central Dairies. Ottawa, by which company the unfortunate young man was employed, said the young man should have carried on him about \$15 in cash. In reviewing the case for the jury, Coroner Isabelle said there was no evidence of criminal negligence but he asked the jury to recommend to the railway company the placing of gates or signals at the various level crossings of the city of Hull.

12/12/1934 *Ottawa Citizen**Montreal and Ottawa**Hull St. Redempteur*

Consider Protection Dangerous Crossing

Railway Board Acts In Hull Fatality.

The Board of Railway Commissioners for Canada will meet on January 8 to consider the question of adequate protection for the C.P. Rly. crossing at St. Redempteur street, Hull, scene of five [sic] fatal crossing accidents, the last on November 22.

The question of providing protection for the crossing arose when Emile Cadieux, 23, of 234 St. Joseph Blvd., Hull, was struck and killed by a trans-Canada train as he was driving his milk wagon over the crossing at six o'clock on the morning of the 22nd.

There are crossing gates and watchmen on constant duty at St. Hyacinthe street, the next street to St. Redempteur. The board, therefore, may decide that gates be provided at the latter street and the one watchman may take care of both crossings.

The coroners jury at the Cadieux inquest favored more adequate protection for the crossing.

01/02/1935 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

C.P.R. loses appeal on protection at bridge.

Application by the Canadian Pacific Railway for reconsideration of an order compelling them to erect a railing along either side of the Interprovincial Bridge as protection for pedestrians was refused in a judgment by the Board of Railway Commissioners for Canada handed down this afternoon.

The company is ordered to provide the protection at their own expense within 60 days of January 28, the date of the order.

02/07/1935 *Ottawa Journal**Montreal and Ottawa**Hull*

Caught Stunting On C.P.R. Tracks

Young Boys in Hull Forced Approaching Trains to Slow Down.

Caught by special Investigator J. L. McCoy while playing a new "hide-and-seek" game with CPR trains and locomotives passing through Hull, two juveniles have been summoned to appear in Hull Magistrate Court this week on charges of trespassing and interfering with railway property.

The lads live east of Beemer station in Hull and have been doing stunts and playing follow-the-leader on the railway tracks, directly in front of approaching engines. Engineers reported on two occasions last week that they had seen small boys lying down between the rails on the track, and between one rail and the edge of a subways bridge in front of their trains. When the train slowed down in response to application of emergency brakes, the boys got up and ran away.

Other boys stood on the tracks as the engine approached and jumped clear just at the last moment. During the week-end, investigator Mc-Coy travelled on a light engine and caught two lads in the act.

"What the lads need is a good wallop," declared the inspector, "If one of them had slipped when jumping clear he would have been cut in two by the train, and even emergency brakes can't stop a heavy engine and its load within a few feet. We intend to go after them and institute prosecutions in every case of boys playing around the railway tracks."

06/11/1935 *Ottawa Citizen**Montreal and Ottawa**Pendleton*

Vice-Regal regret sent to Pendleton man losing horses

Lord Tweedsmuir directs letter to farmer whose animals were killed by Vice-Regal train.

Evidence of the kindly thoughtfulness of his Excellency Lord Tweedsmuir, Canada's new Governor-General was given this morning when his Excellency directed a note of deep regret be dispatched to Ovide Boudreau, Pendleton farmer, whose two valuable horses were unavoidably struck and killed by the Vice-Regal special train when nearing the Capital Monday afternoon.

His excellency's first intimation of the unfortunate accident came when he read an item in the Morning Citizen today and at once he instructed his private secretary, Arthur S. Redfern, to write to Mr Boudreaux voicing his regret.

Mr. Boudreaux's horses had escaped from his farm, one-quarter of a mile north of the C.P.R. track near Pendleton, on the boundary between Russell and Prescott counties, and strayed onto the railway right-of-way. Mr. Boudreaux, trying to drive the horses, frightened by the train whistle, to safety, was almost struck himself by the train. The engineer slowed the vice-regal train but was unable to avoid striking the two horses.

Vice-Regal Train Killed Two Horses

Pendleton Farmer Had Narrow Escape Attempting to Save Animals.

PENDLETON, Ont, Nov. 5-0vide Beudreau, Pendleton farmer, narrowly escaped being struck by the. special C.P.R. train which was carrying Canada's new Governor General, Lord Tweedsmuir. and the vice-regal party to the Capital on Monday afternoon as he sought to prevent two of his valuable horses from running into the pathway of the train. His efforts to drive them off the track were unsuccessful and both horses were killed. The horses had escaped from Mr Beudreau's farm. which is a quarter of a mile north of the C.P.R. track on the boundary between Russell and Prescott counties. The animals became frightened at the train's whistle and raced onto the tracks in front of the approaching train. The engineer slowed speed but was unable to avoid hitting the animals.

Noticing that the horses had escaped. Mr. Beudreau had gone in search of them and in trying to drive them off the tracks was almost struck by the train himself. The train did not stop after the accident.

The horses were valued at \$300. It was the second team of horse in the district to be killed within a week

13/11/1935 *Ottawa Journal**Montreal and Ottawa**Hurdman*

RENFREW MAN FATALLY HURT WHEN TRAIN HITS MOTOR CAR

At the railway crossing at Hurdman's Bridge the wheels of an automobile spun on the icy roadway, as a Montreal-Ottawa express train bore down upon it. Unable to get traction, the motor car was wrecked and Richard Dunlop, 53, farm laborer of Renfrew, was killed by the train in a vain attempt to jump clear. The driver of the car escaped.

Richard Dunlop Killed.

Leaping from an automobile stalled in the path of an approaching Ottawa-Montreal express at the Canadian Pacific Railway crossing at Hurdman's Bridge shortly before 10 o'clock this morning Arthur Dunlop, a farm laborer, about 35 years of age, and believed to be from Renfrew, was too late to avoid being struck and suffered such serious injuries that he died a short time later in Ottawa General Hospital.

Hillyard Ebbs, 22, of Ramsayville, driver of the automobile in which Dunlop was being given a lift to the city, had a narrow escape from death when the car was pitched down a 20-foot embankment to total destruction.

Highway Was Slippery.

The slippery condition of the highway was blamed for the accident as the automobile failed to respond to the gas when Ebbs made an attempt to get out of . the way of the rapidly approaching train.

Mr. Ebbs told The Journal that Dunlop called at his farm last night and asked for employment. There was no vacancy but he was given lodging for the night. This morning when Mr. Ebbs was leaving for the city in his automobile Dunlop asked for a ride.

When we arrived at the crossing the car was travelling very slowly and when the brakes were applied the car skidded until the front wheels were on the railway tracks. I attempted to accelerate to get out of the way of the train, which was right on top of us, but the wheels just spun around on the slippery road. I also slipped the car into reverse to try and back down the slight grade leading to the railway crossing, but the train struck the front portion of the automobile.

Passenger Jumps Out.

Mr. Ebbs explained he was sitting in the driver's seat on the side of impact with the train. Dunlop was sitting on the other side and when he noticed the train coming opened the door and lumped out. Mr. Ebbs thought his companion was all right and had escaped.

It is believed, however, the train pushed the automobile right into Dunlop as as he was making a dash for safety. The car was carried 36 feet along the tracks before it. toppled over the embankment.

Mr. Ebbs extricated himself from the wreckage of his car, suffering only from a bump on the head and a slight cut on the right wrist. He found his companion nearby and Dr. S. M. Nagle of 221 Laurier avenue east was summoned, and ordered him removed to the General Hospital in Gauthier & Company' ambulance.

Had Many Fractures.

Dunlop was suffering from a fracture at the base of the skull, a compound fracture of the right leg, a compound fracture of his left shoulder, a compound fracture of his right hip, and many other injuries of a lesser nature. He succumbed to his injuries half an hour after his admission, just as doctors were proceeding to take an X-ray of his skull.

The engineer in charge of the train which later proceeded to Montreal was Eloie Huard, of 142 Irving avenue.

Chief Charles P. McCarthy, of the county police force, investigated the accident and is attempting to trace relatives of Dunlop in Renfrew district.

Dr. R.M. Cairns, coroner, was called .and held a preliminary at the hospital this afternoon.

15/05/1936 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

Tale of a railway collision at Hurdman's Bridge in 1903.

Soo train crashed into freight at midnight. Four men injured but no loss of life. Impact heard a mile away. Heavy express engine ploughed through lighter freight locomotive. Crew of both engines saved lives by jumping.

Here is something hundreds of middle-aged Ottawans may recall. It happened in the early morning hours of September 27, 1903. Four people were injured, two engines were badly smashed and three cars telescoped in a head-on collision on the C.P.R. short line, a little distance north of Hurdman's Bridge. Coming into Ottawa and travelling at a good rate of speed, the Soo train collided with a special freight which, contrary to the rules, had got on the main line while the right of way belonged to the express. The four persons injured were train hands:

Engineer M.J. Doherty, Ottawa; Express messenger R. Thompson, Ottawa; Baggage man Ed. King, Montreal; Brakeman Geo. Gobey, Hintonburgh. None of the passengers were injured although some had very narrow escapes. That none of the train hands were killed outright was regarded as little short of miraculous,

At Midnight

It was just five minutes to one when the accident occurred. The west bound Soo train had left Montreal on time and was in charge of Conductor McIntosh with Engineer M.J. Doherty and Fireman M.J. Walsh. It was customary for freight trains to be moving back and forth between the Chaudiere and Sussex street and the freight in question had arrived a short time before from Prescott and was to be taken down to Sussex street. From the account of the accident published at the time, it appears that at the tower the freight hands had received orders to do some shunting up to midnight and then go on a siding and allow the express to pass. They mistook the time or forgot the order from the towerman and remained on the main line until it was too late.

Sharp on time the Soo express rounded the curve near the locomotive sheds. It was then that the engineers of both trains saw what was going to happen. The express was travelling at a good rate of speed while the freight was barely moving. The engineers and firemen of both trains, seeing the inevitable, jumped for their lives and escaped serious injury.

Terrible impact

An instant later with an awful impact which could be heard a mile away, the two trains came together. Engine No. 303 on the Soo was of a large type and it simply ploughed through the smaller locomotive. Though the brakes were applied they were unable to arrest the velocity of the swiftly moving coaches and in less time than it takes to tell it the express and baggage cars and part of a colonial sleeper were telescoped.

Thousands of people who went out the following morning witnessed a hideous sight. Locked together with the smaller one underneath and partly obscured were the two locomotives. In the rear was an express car badly smashed and then the colonist car with its end stove in. In the express section there was a conglomeration of smashed trunks, valises, parcels and mail bags all mixed together while the cars were piled up in splinters.

St. Albert. Azarie Bourgeois, 65-year-old farmer of this village, was killed instantly early Friday afternoon when he was thrown into the path of an oncoming freight train by his horse which had bolted when frightened by the engine whistle. Mr. Bourgeois had gone to the station to discuss some personal business with the station agent. He was accompanied by a close personal friend and neighbor, Donald MacDonald. The two men had tied the horse and sleigh outside the station and went inside to see the agent. While they were talking, Mr. Bourgeois saw the approaching train and went outside to attend the horse. He had loosened the horse and was standing holding it at the head, when suddenly it bolted, dragging him close to the tracks and before he could free himself, he was thrown into the path of the Ottawa-bound train.

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Bits of news gleaned from prints for the week of Sept 9, 1907.

John Blackburn, fireman, was killed, and Herbert Reynolds, engineer, of Rochester street, was seriously injured as the result of an accident on the C.P.R. at Plantagenet. A train of empty coaches collided with a ballast train near the station, derailing the passenger engine and wrecking several of the coaches. Reynolds and Blackburn were found beneath the overturned engine.

C. P. R. Worker is killed by freight train

W. Laliberte stumbles on to track when engine approaches.

Wilfred Laliberte, 33 years of age, of Crichton Street, employed as a section man for the Canadian Pacific Railway company was instantly killed when he fell in front of a freight train bound for Montreal at Cyr's crossing, a mile and a half east of Hurdman's Bridge, at 10.28 this morning.

Laliberte, with three other members of a section gang had been riding a handcar on the C.P.R. tracks in an easterly direction from the Hurdman's Bridge tower when they saw the freight train approaching.

The gang pulled the hand car off the tracks at Cyr's crossing and the four men stood to one side. Edgar Lavalley, of the Tremblay road, assistant section foreman, noticed Laliberte standing too close to the tracks and called to him to stand back.

Instead of moving backwards, Mr. Lavalley told The Journal, Laliberte stumbled forward and fell across the tracks in the path of the approaching train. He was cut in two. Other members of the gang who witnessed the fatality were J. A. Sullivan, 12 Second Avenue Eastview, and Emmett Dubois, of Hurdman's Bridge.

In charge of C.P. R. freight train no. 92, bound for Montreal, where George A. Wallace, 149 Irving Avenue, conductor, and Henry Baker, 1050 Gladstone, engineer.

Coroner dr. W.T. Shirriff was called and will open an inquest this evening. Provincial Constable W.H. Kennedy and special Constable John Brown investigated.

Mr. Laliberte is survived by his wife.

Return verdict of accidental death.

A verdict of accidental death with no blame attached to the train crew was rendered last night at the courthouse by a jury inquiring into the death of Wilfred Laliberte, 33, of Creighton street, Canadian Pacific Railway section hand. Mr. Laliberte was killed instantly on Monday morning when he tripped and fell directly into the path of a C.P.R. freight train at Cyr's crossing, one and a half miles east of Hurdman's Bridge.

Dr. W.T. Shirriff, chief coroner, presided and Crown Attorney Raoul Mercier, K.C., conducted the questioning of the witnesses, who numbered eleven, including Provincial Constable W.H. Kennedy and Special Constable John Brown, who investigated the accident.

Edgar Lavalley, Hurdman's Bridge, who was in charge of the section workmen including Laliberte, testified that he was standing on the north side of the track while the other men were on the south side. He said he saw Laliberte make a step toward the track as the train was but a short distance away. He yelled to the man to step back but Laliberte either tripped or jumped in an effort to cross and clear the tracks. The unfortunate man fell flat in the northerly track and his body was severed at the waist by the engine wheels.

Cuthbert Scott and Samuel Berger held watching briefs for the C.P.R. and the victim's family respectively.

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the funeral was held yesterday morning of the late Wilfred Laliberte who was killed Monday morning when run over by a freight train near Hurdman's Bridge.

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The C.P.R. maintenance staff was largely represented among the mourners and offerings included a beautiful floral piece from the employees of this department.

Mistakes And Rides on Rails Of Trestle
Ottawa Motorist Stalls on Tracks of Hull Electric and C.P.R.

Riding the rails and ties of trestle bridge and embankment, an automobile was driven from the capital Alexandra Bridge roadway right into the Ottawa Railway terminal at Union Station, on Wednesday evening, when its driver took the Hull electric Railway and the Canadian Pacific Railway right-of-way in mistake for the vehicular roadway at the other end of the Interprovincial bridge.

Russell Robertson, 49, of 159 Belmont Avenue, who was driver and sole occupant of the car, was arrested by Ottawa and Railway police on a charge of reckless driving.

Robertson, who satisfied the police he actually made a mistake when he left the roadway in favour of the railway tracks, was allowed freedom on his own recognizance.

Appearing in magistrates court this morning, and without any plea being entered to the reckless driving charge, the case was adjourned until next Monday.

Removed with difficulty

Constable's Tom Stoneman and William Meehan were obliged to drive the automobile from its dangerous position on the tracks under the bridges at Connaught place to Union Station. They had to follow the tracks right into the train sheds, drive up a ramp to the cement platform, and, in the wake of mail and baggage cars steer a course along the front of the train shed gates and down the platform to an exit by the station mail chute, to gain the roadway again between Union Station and the new postal terminal.

Robertson told the city police and investigator E. O'Brien, of Canadian Pacific Railway police, he was driving from Hull across the Alexandra Bridge about 7:35 p.m., and on leaving the bridge at the Ottawa end, failed to take the slope the roadway follows to dip under the bridge's three lines of tracks, to come out at St Patrick Street near the printing Bureau.

Instead his automobile continued straight ahead along the southbound tracks of the Hull Electric Railway. Once on the tracks, Mr Robertson said he realized his mistake. He tried to back up, but the car refused to be backed, owing to the distance between the ties. Realizing that a streetcar and possibly a train, might be along at any minute, he said he thought the only safe procedure was to go ahead.

Drives Across Trestle.

Obliged to exercise extreme care to keep straddling the tracks, Mr. Robertson drove across the high trestle south of the river bridge. Had the jolting of the automobile caused it to jump the tracks, the car would have plunged down a 35-foot cliff to the banks of the Rideau canal locks. Even farther along, when the car continued towards the Ottawa Street car terminal, a deviation from the other right-of-way would have been fatal.

The automobile entered the terminal beneath the Chateau Laurier summer tea garden. Mr. Robertson found there was still no way of getting back on the road. So he continued ahead. At a point where the streetcars, far under the street level of Connaught place, round a loop, the automobile left the streetcar tracks.

However, in doing so, it straddled the C .P. R. tracks, which, running between the double car tracks across the Alexandra bridge and trestle, continue in a single line into the Union Station from that point.

There, still in the tunnel beneath the Connaught place, the car stalled, partly on the railway right-of-way, and in serious danger in the event of a train moving to or from Union Station tracks.

First intimation the staff at Union Station had of the untoward occurrence was when a signal switchman, in the box between the tunnel and the station platform, saw headlights advancing through the tunnel.

Armed with a red lantern, the signalman, unaware of what had actually happened but realizing no traffic was due over his rails at the moment, ran forward to halt the vehicle. He stopped short in amazement when he saw an automobile approaching.

Just then the automobile stalled.

Station officials called Ottawa Police.

Fortunately for Mr. Robertson and his car, no street cars happened to be proceeding on the same rails as he was following when he made his unusual ride. And, more fortunate still, there had been no train for some hours.

10/03/1938 *Ottawa Citizen**Montreal and Ottawa**Ottawa Union*

Amazement caused at Union station by strange "train"

With the next train not due for more than two hours and no word of a special arriving, railway officials at the Union Station were startled about 7.45 last night to see twin headlights approaching from the north on the single two-way track from Hull. Block signals were immediately set against the train but the lights continued to advance. A switchman raced up the track swinging a red lantern, the universal signal to stop, and finally the lights stopped on the tracks just under the south side of the Plaza bridge.

C.P.R. officials who had followed the switchman up the track to investigate what was presumed to be an engineer running through block signals, were amazed to find that it was an automobile that was driving into the station on the tracks.

So He Went Ahead

The driver, Russell Robertson, aged 49, of 159 Belmont avenue, told police and railway officials that he had been coming across the Alexandra bridge from Hull and at the Ottawa end of the bridge had driven on to the Hull Electric railway tracks by mistake, instead of continuing along the road which swings right downhill under the tracks and comes out in front of the Printing Bureau to Mackenzie avenue. He said that once on the tracks he could not back up so continued ahead.

Mr. Robertson was taken to the Ottawa police station by Prowler Constables T. Stoneman and W. Meehan and was charged with reckless driving. He was allowed to go home but his car was kept at the police station.

In court this morning the case was remanded until next Tuesday without a plea being entered. The car was returned to Mr. Robertson. C.P.R. investigators said there was no charge against Mr. Robertson under the Railway Act. The incident will be reported to Montreal and instructions for prosecution, if any, will be issued from headquarters.

First Time on Record.

Railway officials said last night that it was the first time in their memory that an automobile had been driven into the station without special flanged wheels for official cars. With the automobile on the tracks it was a problem as to how it was going to be taken away. Constable Stoneman drove the car into the covered part of the station, jumped several sets of tracks then jumped the car up onto the cement walk which parallels the tracks. The car was then driven up to the glass partitioned part of the station and then south again to the mail-hole where mail trucks are loaded and from there around the powerhouse and to Besserer street. It was then taken to the police station.

Noticed in Despatches

Edward O'Brien, investigator for the C.P.R., said last night that since records of all movements of vehicles over the C.P.R. tracks are kept by the despatcher, the following message was sent over the despatcher's key:

"Automobile carrying Ontario license 2-U-280 arrived at Union Station, Ottawa from Hull at 7.47 p.m., March 9, 1938. No order or staff.

Conductor did not report to despatcher."

Auto Undamaged

At the police station the automobile was examined and found to be undamaged. It was pointed out by police and by the C.P.R. investigators that to reach the station the automobile must have travelled across the trestle bridge which is a continuation of the Alexandra bridge and also along the edge of the cliff over the Ottawa river and Rideau canal where a slight miscalculation on the part of the driver would have toppled the automobile many feet to the ice below. Mr. Robertson told police that he had travelled along the ties when he found that he could not keep the wheels of the automobile on the narrow iron rails of the street car tracks.

Drove on Tracks dangerous Driving Charge Withdrawn

When on the evening of March 9, after crossing the Interprovincial Bridge, Russell Robertson, 159 Belmont avenue, drove his automobile along the railway tracks instead of the roadway and landed up at the Union Station, he surprised railway officials and a lot of others. The police figured he was guilty of something and as a start charged him with driving in a manner dangerous to the public. After a remand, the case was slated for traffic court yesterday afternoon.

When it was called Sergt. Hector Lavigne asked that the charge be withdrawn as there was no evidence to support it. The only witnesses were those who saw the automobile moving merrily along the railway tracks with lights burning brightly and coming to a stop at the station where it was met by railwaymen who got a real surprise. They could tell little to prove reckless driving, in the opinion of the police, and so the charge was dropped.

The railway officials might have laid a charge for trespassing or obstructing the tracks or for something else but decided against any prosecution. They feel that there will not be many others who will take the same route to Ottawa.

25/04/1938 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Flags Fast train and Averts Crash

Hull man lights handkerchief to attract attention - horse had become wedged in right-of-way on Alexandra Bridge.

The trans Canada flyer, the C.P.R.'s crack No. 1 train, was delayed at the Union Station 1 hour and 20 minutes early Monday morning when a horse wandered down the enclosed section of the tracks on the Alexandra bridge and died after injuring its foreleg between the ties. Lucien Gagnon, of 176 Boulevard St. Joseph, Hull, flagged the train to a stop by waving his burning handkerchief when he saw the horse lying across the tracks in the path of the engine, about 100 yards from the Ottawa entrance to the bridge.

Train is delayed.

Bound for Vancouver, the train was scheduled to pull out of Ottawa at 2.20 a.m., Daylight Saving Time. It did not leave until 3.40 a.m., when the horse was removed by tearing off a section of the galvanized sheeting which boarded the right-of-way.

Ottawa Police, CPR. Police, Hull police, sectionmen and train men was summoned to meet the emergency. The Limited was backed into the station and a Conference held in the despatcher's office. The animal, whose owner had not been located, was believed to have made its way over the ties from the Hull side of the river. Galvanized iron sheeting, five feet high, protects pedestrians and motorists on both sides of the tracks and extends across the bridge and for a little distance on the Hull side.

Mr. Gagnon said he saw the animal walking towards Ottawa on the ties as he was going home across the bridge. He ran after it to head it back but the horse ran too. It fell as its front leg caught between the ties and apparently broke. At that moment the flyer entered the bridge from the Union Station.

Engineer sees signal.

Acting quickly, he called the attention of two other youths on the west side of the bridge and then ran along the walk by the girders to stop the train. He lit his handkerchief and waved the burning cloth to attract the engineer's notice. Engineer Alex Huard, of Ottawa, applied the brakes. George Rogers, of Ottawa, was the conductor. With the help of the boys, they tried to get the animal on its feet.

It was impossible to force the injured animal to stand up. The limited was was shunted back to the station and a conference held in the despatcher's office. A derrick or hoist was needed. Hull West sectionmen were called out of bed and Edward O'Brien, C.P.R. investigator, notified along with Ottawa Police.

Sergeant R. Maharry and Constables R. McCulloch and Eric McDonald arrived. The alternative of having the flyer re-routed by Hurdman's Bridge was considered but railway officials decided this would necessitate too long a delay.

In the interval the aged animal died, either from fright or its leg injury. A large crowd gathered and the bridge was filled with cars.

Something had to be done and time was slipping by. No derrick had arrived. Crowbars were brought into action and the horse's foreleg, which had slipped down between the ties again, was pried loose. The train was brought to the entrance of the bridge again and the glaring headlight provided light to work by.

Horse is dragged out.

As a last resort a section of the galvanized iron sheeting which hemmed the tracks was broken down on the left side by the iron bars and the horse was dragged out by the men with the aid of ropes. The track was cleared.

The horse was carted away in a garage truck and an investigation will likely be made today to find the owner.

Man Flags Train, Averts Possible Wreck

When Horse Is Caught Between Railway Ties on Alexandra Bridge, Lucien Gagnon Waves Blazing Handkerchief and Stops Express. Train Held Up More Than Hour Early This Morning.

Keen presence of mind on the part of Lucien Gagnon. 176 Boulevard St. Joseph. Hull, averted a possible wreck of the Canadian Pacific Railway western train on the Alexandra Bridge early this morning when he flagged the train by means of a lighted handkerchief. A horse which had strayed onto the tracks had fallen across one rail with a broken leg just as the crack No. 1 train was rounding the high trestle out of the Ottawa Union Station.

Knew Train Was Due.

Gagnon who was returning to Hull from his work in Ottawa at 2.15 this morning saw the horse coming down the tracks as he started to walk across the bridge. Aware of the fact that a train was due in a few moments, he leaped the low guard rail and started down the tracks across the bridge to meet the oncoming horse. As he met up with it the horse took fright and bolted past him.

Unable to run very fast, owing to the unevenness of the track, Gagnon, however, went rapidly as he could after the bolting horse. When the horse reached a point about 75 feet from the Ottawa end of the bridge it suddenly stumbled and fell.

Body Across One Rail.

The animal had broken its right foreleg through one of the trestles and as it fell its body was jammed between the girders and across one rail. When Gagnon reached up with the horse he heard the whistle of the train as it rounded the curve across the high trestle just outside of the Union Station. Quickly pulling his handkerchief out from his pocket, he lighted a match to it and ran down the tracks to meet the approaching train waving the burning pocket handkerchief.

The engineer, who was just getting up speed, seeing the man running towards the train with something burning in his hand, at once applied the brakes and brought his heavy train to a stop with all possible speed.

When the engineer got down from his cab he found that the train had been halted just a few yards away from where the stricken animal lay in the path of his train.

A call was at once put into Hull and Ottawa police who responded immediately. Although more than a dozen men tried to move the horse. it proved too heavy. Before a veterinary surgeon could be called to destroy the animal it died.

An investigation by the police officers disclosed that the horse must have wandered onto the C.P.R. tracks at the St. Henri street crossing in Hull and that unable to leave the tracks had just kept on its way until it reached the bridge.

Speaking to The Citizen, Gagnon said that when he saw the horse he got the surprise of his life, but knowing that a train was due shortly, leaped over the guard rail and headed down the track to catch the animal. As he reached the horse, the animal bolted past him. The big ties made it impossible for him to follow at any great speed.

"As I finally caught up with it when it fell, I heard the whistle of the train as it started across: the high trestle. The only thing I had that could make a flare was a big pocket handkerchief and I took it out and set a match to it," Gagnon said. "I sure was glad when that train started to stop. It was a heavy train and there were so many people in it."

Congratulations were showered upon Gagnon for his presence of his mind by police and railroad officials.

Track Cleared

Hull police were first called to the scene. Seeing that the animal was on the Ottawa end of the bridge and on C.P.R. property they were unable to destroy the animal. They called the Ottawa police and the animal died, probably from fright and pain, just as the city police arrived. Inspector J. W. Friend Ottawa Humane Society also was called but found his services not needed.

A towing truck was called from Hull to be used as a derrick to lift the dead horse from the tracks but before it arrived the animal's leg was freed from between the ties and a piece of tin ripped off the side of the bridge. The body was then rolled onto the sidewalk completely free of the train tracks.

The train, which pulled out of the Union Station at 2.22 a.m.. D.S.T. was in charge of Conductor George Rogers, of Ottawa, and Engineer Alex Huard, also of Ottawa.

Might Have Been Serious

The spot where the horse fell with a broken leg was about 75 feet out across the bridge over the Ottawa river. Had the train crashed into the heavy animal, jammed as it was between the ties and the girders, across one rail, a serious accident could quite easily have occurred, observers said. The animal was a particularly heavy one and the engine crashing into it might have resulted in the train being derailed with possible loss of life and serious property damage, it was said.

It was twenty minutes to four this morning before the train finally was able to continue on its way towards the Pacific coast.

The accident attracted not only the passengers from the train but many other persons using the bridge, all of whom stopped to see what had happened. Police officers had a difficult time for about half an hour keeping traffic moving on the bridge.

30/05/1938 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

Alfred Boire of Montreal is in a serious condition in Dr. A. MacDonald's private hospital in Vankleek Hill as the result of an accident which occurred about a mile east of the Canadian Pacific Railway station last evening.

Boire, with a companion, Adrien Marseilles, had boarded train No. 7 westbound C.P.R. train in Montreal West, and upon approaching Vankleek Hill, were preparing to get off the train. In climbing to the platform behind the tender, Boire lost his balance and fell to the road bed beside the tracks.

When the train pulled up at Vankleek Hill station, Marseilles told the crew of the accident and they returned to the scene to find Boire. He was taken to hospital in Vankleek Hill, where an examination revealed a broken right thigh and internal injuries as well as lacerations about the face and severe shock.

Provincial constable R.H. Wannell of Hawkesbury investigated the accident and as a result Marseilles was lodged in L'Orignal jail on a charge of vagrancy.

09/06/1938 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Men Who Flagged Train Rewarded

Presentations were made yesterday afternoon to two young men who flagged the west-bound C.P.R. Imperial train early in the morning of April 25 when a horse got on the railway tracks of the Interprovincial Bridge.

Roland Sarault, 22, of 331½ Dalhousie street, actually stopped the train by running up the tracks and waving his arms to get the attention of the fireman and engineer. Lucien Gagnon, 23, of 176 Boulevard St. Joseph. Hull, first noticed the horse on the right-of-way and told Mr. Sarault.

Gagnon shortly after the event received the congratulations of the Prime Minister for his courageous action. Investigation revealed the part Mr. Sarault took in the incident. The C.P.R. head office was informed of what had taken place and sent two checks, which were presented yesterday.

The presentation was made by William Garland, assistant superintendent of the division, in his office at Union Station. Also present were F. Perkins, divisional master mechanic. Smiths Falls; E.E. Clapham, claims agent, Montreal; and Edward O'Brien, chief of investigation, Ottawa.

It was exactly 10.30 a.m. when the royal train pulled into Deep Cut, north of Ottawa East, where the C.P.R. crew, which had brought the train from Montreal, "gave over" to the C.N.R. crew who had charge of her from the Deep Cut to the Island Park Driveway temporary station more - details of crew etc.

Engineer Walter Dickson was wreathed in smiles when he alighted from the C.P.R. royal engine. To a Citizen representative he said: "Throughout the trip neither my assistant, William Short, or myself laid eyes on Their Majesties, but we are proud of the fact that we were pulling them to the Capital from Montreal. When we arrived at Caledonia Springs in the early hours of the morning, it was our first duty to stand by the engine and guard it during the remaining hours of the night, but we did not mind that in the least,"

Everything went smoothly

"Everything went just as smooth as silk throughout the journey from Montreal to here," said Mr. Dickson. "When we left Caledonia Springs at 8.05 this morning the station platform was just jammed with a wildly enthusiastic crowd of people who gave Their majesties a splendid send-off.

At all stations along the route, between Caledonia Springs and here we slowed up to allow loyal citizens to pay homage to Their majesties" more

Engine Hits Motor Car Dragging It 172 feet

Three Men Have Remarkable Escape in Crash at Aylmer Road Level Crossing.

Three men had a remarkable escape from death when their automobile was dragged 172 feet along the right-of-way, demolished and dropped into a deep-ditch by a CPR engine at the level crossing on the Aylmer road, just east of St Joseph boulevard and opposite the Hull Armories on Wednesday at 5.35 p.m.

Lucien Bergeron, 30, of 123 Cambridge street, the driver of the car, was taken to Sacred Heart Hospital.

Suffers Body Bruises.

His two companions, Lucien Fournier, 40, of 330 Montcalm street. Wrightville, and Actence Sabourin, 43, of 10 Frontenac street, Hull, suffered body bruises but did not require medical attention.

The car was travelling towards Hull. The engine had left the CPR roundhouse at Ottawa West, crossed the Ottawa river, and was bound for Union Station, via Hull West Station to pick up a train for Montreal.

Marks indicated the car had skidded 140 feet before the crash occurred. The skidmarks showed the driver had swerved to the left of the road in attempting to avoid the collision but the front of the car was struck by the front portion of the engine.

Constable A. Charboneau, of Hull police, stated the car was dragged 172 feet along the right-of-way by the engine. The men were imprisoned in the wrecked automobile until the train crew and passing motorists helped them out.

The two passengers were sitting in the rear seat of the sedan car when the collision occurred. The car narrowly missed being crushed between the engine and a telephone pole near the right-of-way and, after being dragged along the road bed of the tracks, rolled down into an eight-foot ditch.

Relates Experiences

From his hospital bed, Mr. Bergeron related his terrifying experience to The Journal.

"We were returning to Hull from Val Tetreau where we visited the family of Paul, Gravelle, who died the previous day. We were talking and I didn't see the engine until it was too late. I put on the brakes and I was almost to a stop when the train struck the right side of the car near the front door. We were carried down the track. It was impossible for me to get out. I can't remember anything after that"

There are two level crossings at this point about 100 feet apart. The accident occurred at the easterly one. Witnesses, and officials of the CPR stated the wig-wag signal at the crossing was working at the time of the collision. The engineer was W. D. McKnight of 103 Irving avenue, and the fireman, Alex. Splittall, of 133 Carolina avenue.

One Hurt As Car Wrecked By Train

VANLEEK [sic] HILL. June 28. Five persons had narrow escapes from serious injury when an auto crashed into the side of the crack C.P.R.

Vancouver express here tonight. Despite the fact that the car was almost completely demolished, only one of the passengers was injured.

In the car, driven by J. McKeith of Lachute, were Miss Margaret Racine of Brownsburg, who suffered a scratch to her knee and slight bruises. Miss Flora Vachon and Miss Blanche Racine of Brownsburg and Gerald Larose of Lachute.

Dr. A. Macdonald of Lachute provided first aid.

C.P.R. officials stated "an automobile ran into the side of train No. 7 at a crossing just east of Vankleek Hill station. The car was driven by J. McKeith of Lachute, Que., and Miss Margaret Racine suffered slightly from shock."

Father and Son Die In Railway Crossing Accident Near City

John Howard Anderson, 55, and John Howard, Jr., 11, Of Hurdman's Bridge, Killed Almost Instantly When Fast-travelling Canadian Pacific Railway Train Hits Truck at Base Line Road.

John Howard Anderson, 55, owner of the Elmdale Dairy farm at Hurdman's Bridge, and his 11-year-old son, John Howard, Jr., were killed almost instantly at 11.20 o'clock Sunday morning when the C.P.R. train, Montreal-Ottawa, travelling at 60 miles an hour, struck their truck at the Base Line road crossing about two miles east of Hurdman's Bridge.

Brought to Ottawa.

There was a faint sign of life in the boy when he was picked up but he died shortly afterwards. The father and son were placed on stretchers and brought to Ottawa aboard the train.

At the Union station an ambulance awaited the train's arrival and the bodies were removed to the parlors of McEvoy Brothers where an inquest will be opened by Dr. R. M. Cairns, coroner, at 9.30 this morning.

The crash was one of the most spectacular ever to occur in this district. The man and son were hurled 200 feet while the steel-bodied dairy truck was shattered and strewn along the right-of-way for a distance of 384 feet by actual measurement. Heavy-gauge steel milk cans, some of them full, were ripped asunder like paper while few bits of the wreckage were more than a foot or so square.

How the driver of the truck failed to see the train coming cannot be explained. The train was on time and Mr. Anderson, friends said, was well acquainted with the schedule. The truck was proceeding south and the train approached from the driver's left along a broad, sweeping curve the view of which, from the road is unobstructed.

Residents of the neighborhood observed that at that time the bright morning sun would have been in the driver's eyes. The engineer of the train said the blinds appeared to be pulled down over the side windows.

The road was not unduly slippery at the spot and the truck had to go up a slight incline to reach the track, making it quite easy to stop the vehicle had the driver been aware of the danger.

Due Here at 11.30.

The train was due in Ottawa at 11.30 and was travelling at between 60 and 65 miles an hour, its usual speed at that juncture.

As far as could be learned, the only eye-witness to the fatality was the train engineer. George R. Low, 141 Pretoria avenue.

Engineer's Account.

The engineer stated that he had seen the vehicle travelling towards the crossing when the train was almost two miles away. The train whistle was blown a quarter of a mile from the scene of the accident and he felt sure that the occupants of the truck were aware of the train's approach.

The engine itself bore evidence of the terrific impact. It was damaged to the extent of about \$500. Cylinder cocks were broken, the lamp smashed and the pilot twisted. Stuffing from the seat and other parts of the truck were caught on the front of the engine which was also covered with milk and cream. Part of the hood of the truck was found along side the track at about half a mile from the crossing where the train came to a stop.

Both bodies were found side-by-side in the deep snow. The boy's body landed with such violence that only his feet were protruding from the snow bank.

The engineer and crew walking back found the bodies in the snow. Placing them on stretchers they were put on the baggage car of the train and as life was apparently extinct they were brought into Ottawa. An army medical doctor on the train rendered what assistance he could.

Full View of Track.

The crossing is located about 300 yards from the Scarfe farm and is known in that district as the Scarfe crossing. The side road on which the truck was travelling is known as Ballast road. There is a full view of track for a mile or so in both directions, although there is a curve in the track some distance east of the crossing.

When the truck collided with the front of the engine it was hurled several feet in the air, bounced on a board cattle fence, and was then dragged and scattered along the right-of-way. The half ton truck and its steel body were blown to pieces as if by an explosion. Intermingled with the strewn parts of the wreckage, were the twisted milk cans and other containers. Splinters, a few parts of twisted steel, separate wheels with the air still in the tires, was all that was left of the fairly new vehicle.

Saw Debris Flying.

A passenger on the train said the first indication of something unusual happening was when smell of gasoline permeated the coach in which he was riding. A few seconds later he saw debris flying past the window and at the same time felt the emergency brakes being applied.

Like an Explosion

"When we hit the truck it was like an explosion and I had to leave the cabin window hurriedly to avoid being struck by the flying debris," said Mr. Low, train engineer. He said there was little sensation of a collision. "You don't feel anything in these big engines at that speed," he said.

Blew Whistle Twice.

"I was the only eye-witness. The car was approaching the crossing from the direction of Hawthorne. I saw it coming about two miles away and blew the whistle two times as is customary at all crossings. The truck moved right up to the crossing and the driver seemed to be aware of the train approaching, but as we drew level he nosed right out in front of the engine," the engineer said.

"I did everything possible to let him know I was coming. There was nothing else I could do. I opened the whistle wide and applied the emergency brakes.

"There seemed to be no glass in the side doors of the truck which was closed in. It looked as if the windows were covered in with blinds.

C.P.R. Statement.

William Garland, assistant superintendent of the Canadian Pacific Railway in Ottawa, issued the following statement:

"A truck in charge of J. Howard Anderson ran into the side of engine No. 503 of the Montreal-Ottawa train just west of Blackburn station at 11.20 a.m. on Sunday. The vehicle struck the right front buffer beam and was demolished, fatally injuring the driver and his son. They were immediately loaded into the baggage car but died on their way to the Union station. The speed of the train at the time of the accident was between 60 and 65 miles per hour. The train engineer was George R. Low and the conductor, Cornelius Neil, both of Ottawa. The train was delayed 15 minutes by the accident."

Returning For Lunch

E. O'Brien, CPR investigator conducted an investigation into the double fatality and later informed the Ontario provincial police who despatched Constable J. E. Soubliere to the scene. It was learned that Mr. Anderson's last stop before reaching the crossing was at the farm of Ruskin Blair some 300 yards away. He was collecting milk at various farms and was to return home for lunch.

A young Hurdman's Bridge resident, Robert Brindamour, was walking along the tracks about half a mile west of the crossing at the moment of the impact. Although he did not actually see the collision, he heard the noise and turned around in time to see debris of the truck flying in all directions. He had heard the train coming and was about to step clear of the track when the accident occurred.

The train engineer, Mr. Low, has been with the C.P.R. for more than 40 years, and it was the first fatal accident in which he has been involved. The other members of the train crew were Harry Alexander, 15 Nepean street, fireman, and Cornelius Nell, 509 Bronson avenue, conductor.

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J. Howard Anderson's Truck Is Struck Near Hurdman's
Wreckage Is Strewn Along Track For Half a Mile - Bodies Are Found 255 Feet From Crossing

A prominent Carleton County dairy farmer and his 11-year-old son were killed at 11.30 a.m. Sunday when their truck was in collision with the C.P.R. Montreal-Ottawa train at a crossing two miles east of Hurdman's Bridge, on the Blackburn road They were:

John Howard Anderson, 55, of Hurdman's Bridge and

John Howard Anderson, Jr. his only son, 11 years of age.

The train was travelling 65 miles an hour towards the Capital when it struck the truck and demolished it. The wreckage was strewn along the track for half a mile and the bodies were found along the right of way, 255 feet from the crossing.

Die Aboard Train.

When the train was pulled to a stop by the sudden application of the emergency brakes, Mr. Anderson and his son were still alive. They were taken on the train and rushed to Ottawa, but died before medical aid could be summoned to Union Station.

Grief-stricken at the tragic death of her husband and only son, Mrs. Anderson told The Journal it was seldom her boy accompanied the father on business trips in the truck.

"I saw him playing outside with his pet dog around 11 o'clock and a few minutes later when I looked out the window I saw him drive away with his father. I had intended taking him to church, but did not feel well enough to go myself, so he played outside."

Only Eye-Witness.

Only eye-witness to the double fatality was Robert B. D'Amour, 12, who resides on the Base Line road. He was walking along the track towards the train.

"I suddenly saw the truck on the crossing. The train hit it and I saw pieces flying in every direction", the boy told The Journal. He went for assistance.

The truck was going in a southerly direction on the narrow township road, which crosses the C.P.R. track at a slight angle. The crossing is known as Scharf's Crossing on account of its proximity to the home of Adam Scharf.

The crossing is wide open, a clear view of the track for a considerable distance being afforded to traffic approaching in either direction. About half a mile east of the crossing the track takes a slight bend in a northerly direction.

Mr. Anderson and his son left home about 11 o'clock to take a load of milk to the pasteurizing plant at Ramsayville. Returning with another load of milk, he approached the crossing travelling very slowly.

Whistle and Bell Going.

George Low, engineer of the train, saw the truck some distance away as he approached the crossing, according to the story he told to William Garland, assistant superintendent of the CPR., "The whistle and the bell on the train were both going. I saw the truck coming and gave several emergency blasts on the whistle, but still the truck approached the crossing very slowly. I did not know if he was going to stop or not.

"When quite some distance from the crossing I opened the whistle wide open and kept it open. Nearing the crossing, I applied the emergency brakes and brought the train to a stop half a mile past the crossing."

The conductor of the train, C. Neil, and other railwaymen, carried Mr. Anderson and his son into the train, which proceeded towards Ottawa. Pieces Strewn Half a Mile.

Pieces of the truck were scattered along the north side of the right-of-way for a distance of half a mile. The hood of the light delivery truck was found at the Base Line road while the floor boards were 384 feet from the crossing. Approximately 255 feet from the crossing was the chassis of the truck while strewn along the intervening distance were wheels, doors, glass, side panel and milk cans.

An examination of the wreckage showed the left side of the vehicle had been badly battered, indicating the point of impact with the train. The front buffer beam of the locomotive was damaged.

John Howard Anderson was a life-long resident of Hurdman's Bridge, being a son of the late John D. Anderson and the former Sarah Henry. His mother, who is 94 years of age, lives on adjoining property.

Mr. Anderson started in the dairy business when he was only 14 years of age, assisting his father and for years had been conducting a business himself. He was known throughout Carleton county.

Twenty-four years ago, he was married to the former Lily Rombough, of Ottawa. They belonged to St. Paul's-Eastern Church. In addition to his widow and mother, he is survived by one daughter, Miss Betty, at home; and one brother, William Anderson, of Chicago.

The funeral of the father and son will be held on Tuesday at 2.15 p.m. from McEvoy Brothers Funeral Home for service at St. Paul's-Eastern United Church at 2.30 o'clock. Interment will be in Beechwood cemetery.

Constable J. E. Soubliere, of the Ontario Provincial Police, investigated the accident.

An inquest was opened this morning by Coroner Dr. R. M. Cairns into the death of John Howard Anderson, Hurdman's Bridge dairy farmer, and his 11-year-old son, who were killed Sunday noon when their truck was in collision with a train, a few miles east of the city. After the formal identification of the bodies and the swearing in of the coroner's jury, the inquest was adjourned until Thursday at 8 p.m. when the evidence will be heard..

Would Compel Full Stops At Rail Crossings

Jury Investigating Deaths of Hurdman's Bridge Father and Son Attaches Rider to Verdict

A rider advocating legislation making it compulsory for motorists and drivers of other vehicles to come to a full stop before crossing railway tracks, was added to an accidental verdict by the jury investigating the death on Sunday last of John H. Anderson and his son at a level crossing near Hurdman's station. Dr. R. M. Cairns, coroner, presided and Crown Attorney Raoul Mercier, K.C., questioned the 11 witnesses.

In summing up the case Mr. Mercier suggested that the jury add the rider and also suggested that it might be advisable for more signs to be placed at the crossing. Constable J. E. Soubliere gave evidence that the dairy truck driven by Mr. Anderson was struck on the left side, three feet behind the driver's door. He reconstructed the accident from several photographs produced in evidence.

Road Well Travelled.

Constable Soubliere said that the truck was travelling south and the train west and that the only sign at the crossing was one 10 feet from the tracks on the south side. He stated that the road was well travelled and was maintained by the municipality of Gloucester.

George Low, engineer of the C.P.R.. Ottawa-Montreal train, stated that he blew his whistle as usual one-quarter mile from the crossing and then seeing the truck not yet at a full stop sounded eight short, sharp blasts as he was nearing the crossing. He said that he saw the truck well before the quarter-mile whistle post, travelling slowly. He fully expected the driver to stop. He advanced the opinion that the sun blinded the driver and that he did not see the train approaching.

Blinded by Sun.

A C. Scharfe, a dairyman who lives near the crossing, gave evidence that half an hour before the train was due he had crossed the tracks and had been blinded by the sun. He said he stopped about 100 yards from the tracks and since he could not see clearly had driven to about 10 yards from the tracks and then stopped, lowered his window and made sure that the tracks were clear before proceeding.

Would Force Motors Stop at Crossings

Agreeing that the death last Sunday in a level crossing accident at Hurdman's station of John Howard Anderson, S3, and his 15-year-old son was accidental, a coroner's jury Thursday evening recommended a law be passed making it compulsory for motorists and other drivers to stop before crossing railway tracks.

Crown Attorney Raoul Mercler, K.C., advised the jury to bring in the addition to their verdict and said it might be advisable to have more signs put up. Provincial Constable J. E. Soubliere told the inquest there was only one stop sign on the south side of the tracks. The Anderson truck had been travelling south when the accident occurred, the train west.

George Low, engineer of the train, said he blew his whistle at the quarter mile sign as usual and at that time saw the truck approaching the crossing. When it did not stop, he blew eight short blasts. He believed the driver was blinded by sun.

A. C. Scharfe, a dairy farmer, who said he crossed the same place only half an hour before, said he too had been blinded by the strong sun. Coroner Dr. R. M. Cairns presided.

15/06/1940 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Boy Finds Track Dangerous Place to Repair Puncture

The railroad right-of-way: isn't exactly the ideal place to repair a punctured bicycle tire, . Leo Monfils, 16, of 522 Rideau street, found out on:

Friday shortly after 7 p.m. when he narrowly escaped being struck by a CPR train at the Ottawa entrance to the Alexandra bridge.

Monfils jumped out of the way just in time, but his bicycle was struck by the train as the engineer was bringing his engine to a stop.

The boy was returning to Ottawa from Hull: when his bicycle got a flat tire at the south end of the bridge. He stepped: off the roadway: to the tracks which are between the entrance and exit roads.

At that point, three sets of tracks run parallel, the outside ones used by Hull Electric street cars and the middle one by the CPR. There, appeared to be no activity so he began to fix his tire.

Within a few minutes however, special; engine with a complement of empty coaches bound for Montebello, steamed from the Union Station..

Monfils said, he saw it coming but did not move because; he thought it was travelling on one of the other tracks. A curve in the tracks about 100 yards away made it impossible to tell from where he was, just what tracks the train was on.

When the train came around the curve he soon learned he was wrong, but he had only time to jump out of the way. The cow catcher of the engine knocked the front wheel of his bicycle. Engineer Arthur Carrier had seen the boy on the tracks and was bringing his train to a stop when it struck the bicycle. The train was delayed about 15 minutes. Detective Borden Hobbs, of city police, who was passing, when it happened, assisted the boy in getting his bicycle home.

21/06/1940 *Ottawa Citizen**Montreal and Ottawa**Navan*

Police Officer is Promoted for Act Near Navan, Ont.

J.A. Stringer promoted to Sergeant for bravery in Tracking Down Transient who Shot Fellow Officer.

As a reward for his bravery in tracking down and shooting to death the murderer of a fellow officer in the vicinity of Navan, Ont., yesterday, acting Sergeant J.A. Stringer of the provincial police force has been promoted to sergeant. Navan is 20 miles east of Ottawa.

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Constable Harold Dent was shot to death in the Navan railway station by a transient he was trailing as a shop breaking suspect. Before he died he gave his gun to Sergeant Stringer who cornered Dent's slayer in a nearby bush and killed him. Stringer, attached to the Timmins division of the Ontario police, was visiting friends in Navan at the time.

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Sergeant Stringer had his hat shot off during an exchange with the murderer in the bush.

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24/06/1940 *Ottawa Citizen**Montreal and Ottawa**Navan*

Ontario and Quebec Police Honor Late Constable Dent

Rockland June 23.

More than 100 police officials from Eastern Ontario and Western Quebec joined with hundreds of relatives and friends on Sunday afternoon in honoring the memory of Provincial Constable Harold H. Dent, who was shot to death by a stranger he sought to question at the Navan railway station last Thursday.

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02/10/1942 *Ottawa Journal**Montreal and Ottawa**Ottawa Union*

Train Derailed, Entering Station

The C.P.R. morning local from Maniwaki was derailed at 8.40 today as it entered Union Station from the tunnel underneath Connaught Place.

Only the locomotive left the rails and no one was injured.

The train was travelling slowly and the locomotive had just entered the opening between the tunnel and the train sheds when the mishap occurred at a switch. The train crew was able to bring the train to an almost immediate stop. The only inconvenience to train passengers was that they were forced to walk from beneath the tunnel to the station.

The derailment forced a 20-minute delay for the second section of the C.P.R.'s Vancouver-Soo train which had to enter the station by way of Hurdman's instead of the tunnel.

The track was cleared one hour after the accident and A. L. McGregor, divisional superintendent of the C.P.R. said the cause was under investigation..

C.P.R. Agent Prevents Tie-up By Wild Race Against Time
Travels From Calumet to Vankleek Hill With Orders for Holiday Traffic

MONTREAL, Jan. 5. A Canadian Pacific Railway agent in the small town of Calumet, on the north shore of the Ottawa river saved a complete tie-up of holiday traffic on New Year's Eve when he won a race against time and last Thursday's blizzard, it was revealed by Canadian Pacific officials. The agent E. Bergeron, went nine miles from, Calumet to Vankleek Hill through the worst of the storm to deliver vital orders to train crews east-bound from Ottawa to Montreal, thus providing the key to start the unravelling of what at one time, promised to develop into a major tie-up, with all trains inbound to Montreal unreported and all outbound trains being held at Montreal as a safety measure.

Bergeron's dramatic, dash took place while thousand waited in railway stations and railwaymen, waging a tremendous fight to keep lines open against the relentless , enemies of snow, sleet and gale, were running up against a complete blackout of communications between here and the national capital.

There was no answer from any of the lines. Transportation experts tried and then C. G. Nuttall, transportation assistant to R. W. Scott general superintendent of the Quebec district got Calumet. By a whim of the storm that North Shore line was still functioning. Not for long it's true, but long enough for Mr. Nuttall, who once was a train despatcher, to dictate orders to agent Bergeron and charge him with getting them through. The blizzard was at its height when the agent started his nine-mile race against time. The roads were blocked but he got through, bucking them first in a truck, then in a sleigh and finally winding up on foot after crossing the Ottawa river.

He got to Vankleek Hill ahead of the first eastbound train, to the conductor of which he delivered the orders. The rest of it was easier then. The eastbound trains were brought in while westbound traffic was resumed with safety.

First train to go west was in four sections, first one of which was a snow plow. That too resulted from information going back to the Bergeron dash through the storm, for the first report which the superintendent's office had on the "blackout" sections of the line came from the first eastbound train to arrive.

The whole storm period saw the maintenance of service made possible by the co-peration of all, from laborers to senior officials. Operation officials were on the job all New Year's Eve and New Year's Day. Outside workers kept going under the worst possible conditions, for the sleet which snapped telegraph wires also sheathed these men in ice and they stopped only long enough to remove the armor of ice from their overalls before going back.

06/01/1943 Ottawa Citizen

Montreal and Ottawa

Vankleek Hill

Calumet Rail Official Saved Tie-up in Storm
Bucks Through Blizzard Nine Miles to Vankleek Hill With Orders for Train Crews

MONTREAL, Jan. 5 (Special) A Canadian Pacific Railway agent in the small town of Calumet, on the north shore of the Ottawa river, saved a complete tie-up of holiday traffic on New Year's Eve when he won a race against time and last Thursday's blizzard, it has been revealed by Canadian Pacific officials.

The agent, E. Bergeron, went nine miles from Calumet to Vankleek Hill through the worst of the storm to deliver vital orders to train crews eastbound from Ottawa to Montreal, thus providing the key to start the unravelling of what at one time promised to develop into a major tie-up, with all trains inbound to Montreal unreported and all outbound trains being held at Montreal as a safety measure.

Bergeron's dramatic dash took place while thousands waited in railway stations and railwaymen, waging a tremendous fight to keep lines open against the relentless enemies of snow, sleet and gale, were running up against a complete blackout of communications between here and the national capital.

There was no answer from any of the lines resourceful transportation experts tried, and then C. G. Nuttall, transportation assistant to R.W. Scott, general superintendent of the Quebec district, got Calumet. By a whim of the storm god that north shore line was still functioning. Not for long it's true, but long enough for Mr. Nuttall, who once was a train dispatcher, to dictate orders to Agent Bergeron and charge him with getting them through.

The blizzard was at its height when the agent started his nine-mile race against time. The roads were blocked, but he got through, bucking them first in a truck, then in a sleigh and finally winding up on foot.

He got to Vankleek Hill ahead of the first eastbound train, to the conductor of which he delivered the orders. The rest of it was easier then. The eastbound trains were brought in, while westbound traffic was resumed with safety.

The first train to go west was in four sections, first one of which was a snow plow. That, too, resulted from information going back to the Bergeron dash through the storm, for the first report which the superintendent's office had on the "blackout" sections of the line came from the first eastbound train to arrive.

06/01/1943 Toronto Star

Montreal and Ottawa

Vankleek Hill

AGENT BUCKS DRIFTS TO SAVE RAIL TIE-UP
Carried Train Orders When Storm Downs Lines

Montreal Jan 6 - A CPR agent in Calumet on the north shore of the Ottawa river saved a complete tie-up of holiday traffic on New Year's Eve when he won a nine mile race against time and last Thursday's blizzard it has been revealed here.

All trains inbound to Montreal were unreported and all outbound trains were being held at Montreal as a safety measure. At the height of the storm, there was no answer from any of the lines. Finally C. G. Nuttall, Transportation assistant to R.W. Scott, general superintendent of the Quebec district, got through to Bergeron. Bergeron bucked drifts, first in a truck, then in a sleigh, and finally on foot after crossing the Ottawa river. He got to Vankleek Hill ahead of the first eastbound train, to the conductor of which he delivered the orders.

07/01/1943 The Standard

Montreal and Ottawa

Vankleek Hill

Page 15 col 4

07/01/1943 Niagara Falls Review

Montreal and Ottawa

Vankleek Hill

Page 1col 8

Station Agent's Nine-mile Dash In Blizzard Breaks Railway Jam

In a nine-mile dash across the frozen Ottawa River from Calumet, Que., to Vankleek Hill, Qnt., a small-town, railroad agent carried orders to break the key train in the New Year's Eve stormbound railway traffic jam and allowed thousands of armed forces members and the general public to reach their destinations, the Canadian Pacific Railway reported yesterday.

In the face of a complete blackout in railway communications, the railroad officials say the trains en route between Montreal and the national capital were unreported and trains bound out of both terminals were held back awaiting reports.

Through fortuitous circumstances the station agent at Calumet, E. Bergeron, was reached by the despatch office and he undertook the nine-mile trek through the blizzard to deliver the orders which would release the train held at Vankleek Hill. The details of the dramatic dash made by the station agent are not yet fully known but his successful effort allowed thousands stranded on stalled trains and in terminals and way stations to reach their destinations, albeit some hours late.

By his action, Bergeron won a race against time and averted a complete tie-up in the already strained transportation crisis between the metropolis and Ottawa, railroad officials said.

With trains "dead" on the rails, none of the communications the transportation experts tried functioned despite great efforts to keep the "lines" open. It fell to C. G. Nuttall, transportation assistant to R. W. Scott, general superintendent of the Quebec District, to win a smile from fate.

In the relentless fury of snow and sleet lashed by a gale, the gods of the storm played pranks and left a single line open to Calumet, Que.

"Not for long," say the railway officials., "but long enough to allow Nuttall, who was once a train despatcher, to dictate orders to Bergeron and to charge him with getting them through."

The blizzard was at its height when the agent started his nine-mile dash against time. The roads were blocked but Bergeron managed to make part of the journey in a truck and another part of the journey was completed in a sleigh. After crossing the Ottawa river, the railroader continued his journey afoot.

"He reached Vankleek Hill ahead of the first eastbound train," the Canadian Pacific Railway said. "He delivered the orders to the conductor. The 'key log' was broken in the traffic jam. The eastbound trains were brought in and the westbound traffic was resumed with safety."

07/01/1943 North Bay Nugget

Montreal and Ottawa

Vankleek Hill

Page 2 cols 4 and 5

07/01/1943 Kingston Whig Standard

Montreal and Ottawa

Vankleek Hill

page 16 col s 5 and 6

07/01/1943 Owen Sound Sun Times

Montreal and Ottawa

Vankleek Hill

Page 12 col 8

07/01/1943 Hamilton Spectator

Montreal and Ottawa

Vankleek Hill

Page 4 cols 7 and 8

08/01/1943 Calgary Albertan

Montreal and Ottawa

Vankleek Hill

Page 13 col 3

16/01/1943 Railway Age

Montreal and Ottawa

Vankleek Hill

Broken Telegraph wires resulted from a severe blizzard threatened for a time to cause a complete tie-up of traffic between Montreal and Ottawa on Canadian Pacific over the new year holiday. All trains inbound to Montreal were unreported and all outbound trains were being held at Montreal as a safety measure, when it became impossible to deliver train orders to train crews eastbound from Ottawa to Montreal.

C. G. Nuttall, assistant to general superintendent of the Quebec District, managed to communicate with E. Bergeron, agent at the small town of Calumet on the North Shore of the Ottawa river, whose line was still working. The line worked just long enough for Mr. Nuttall, who at one time had worked as a train dispatcher, to dictate orders to Bergeron with request that he tried to get them through to eastbound train crews.

Mr. Bergeron started off in a truck, eventually gave that up for a sleigh and finally finished his nine-mile journey between Calumet and Van Kleeek Hill on foot. He arrived ahead of the first eastbound train and gave his orders to the conductor. Eastbound trains were brought in, while westbound traffic was resumed with safety.

With the information regarding "black-out" section of the line secured from the crew of the eastbound train arriving at Van Kleeek, the first westbound train, running in four sections and led by a snow plow, arrived at its destination without mishap.

28/12/1943 Ottawa Citizen

Montreal and Ottawa

Rigaud

Think Man Killed Was Osvald Stein Official of I.L.O.

MONTREAL. Dec. 28. (CP.) A man believed to be Osvald Stein, assistant director of the International Labor office here, was killed near Rigaud, Que., 40 miles west of here, today, apparently in a fall from a Canadian Pacific Railways Ottawa-Montreal train.

Railway officials identified the man as Osvald Stein, but said they had no indication as to whether he had been connected with the I.L.O. An I.L.O. spokesman said however, that "we are practically certain he is our Mr. Stein," and the I.L.O. sent staff members to Rigaud immediately to see if the body could be identified.

Had Been in Ottawa.

Description of the man killed as supplied by the C.P.R. tallied closely with that of Mr. Stein, a heavy six-foot man of about 55 years of age. The I.L.O. added that he had planned to take the train on which the man was killed.

The dead man was found on the railway right-of-way about 140 feet west of the station platform at Rigaud. Railway officials expressed belief he had opened a coach door himself ready to descend as the train came into the station, and had slipped under the wheels.

Czecho-Slovak Citizen.

Mr. Stein, a Czecho-Slovak citizen, has been associated with the I.L.O. for 21 years, and has been assistant director since 1942. Prior to last year he was chief of the Social Security section of the international office, and during his 21 years with the I.L.O. has been mostly closely linked with social security work.

In 1942 he went to England to testify before the Beveridge committee, and in his social security report Sir William Beveridge paid tribute to the assistance given by the I.L.O. through Mr. Stein. His most closely linked with social months ago when he went to Venezuela to help the government draft legislation to implement a social security law.

On his way back to Montreal, he testified before various sections of the United Nations rehabilitation and relief conferences at Atlantic City.

26/06/1944 Ottawa Citizen

Montreal and Ottawa

Pendleton

Pendleton Station Destroyed by Fire

PENDLETON. June 25 (Special) Left to burn itself out by residents who were unable to get water to the scene, the C.P.R. station here, was destroyed tonight by fire of unknown [sic] origin which began shortly after 9.30 o'clock. Valued at between \$4,000 and \$5,000, the station was located about a mile and a quarter from the village.

30/06/1944 Ottawa Citizen

Montreal and Ottawa

Pendleton

Station Destroyed

The C.P.R. station at Pendleton was destroyed by fire of unknown origin, causing \$4,000 damage.

2 Ottawa Men, One Eastview Resident, Dead

Three Ottawa plasterers were instantly killed at 9.35 a.m. today when their automobile was struck by the first section of the Montreal-Ottawa C.P.R. train at the Bourget station level crossing.

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This was the second fatal level crossing accident to occur at Bourget within a week. Isidore Leduc, 63-year-old farmer was killed in similar circumstances last Wednesday morning.

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It took ten men to release the automobile from the locomotive. The bodies of the three men were placed in a baggage car and the train backed up to the station.

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07/04/1945 *Ottawa Citizen**Montreal and Ottawa*

Roger Brown, a truck driver of 275 Rochester street, was killed instantly when his truck was hit by a CPR Montreal to Ottawa train at the Carville crossing near Hurdman's Bridge.

30/03/1946 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

During the early 1900's, William McFall, grandfather of Gordon Alexander, an employee of the Citizen's night composing room staff, was the chief engineer on the initial run of the Ottawa-Gatineau train. The locomotive was the first to travel over the expansive Alexandra bridge which was greatly damaged by fire last night.

In 1900 Mr. McFall was also pilot engineer of the Royal Train which transported the late King George V and Queen Mary when they were the Duke and Duchess of Cornwall and York and were visiting Canada.

Mr. Alexander told how on April 11, 1911, his grandfather was on his regular run along the Gatineau River when the tracks were washed out, forcing Engineer McFall to bring his train to a halt in order to save the lives of his passengers. Despite Mr. McFall's heroic efforts to save the locomotive, the boiler exploded and as a result he was seriously injured. Two days later he succumbed to his injuries in hospital.

Mr. McFall's gallant attempt to save the train and passengers drew attention from the Governor General who presented the trainman's wife with a decoration for her husband's bravery.

30/03/1946 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

CPR Traffic To Be Re-Routed

Canadian Pacific Railway trains will be re-routed via Hurdman's Bridge, Ellwood and Ottawa West, so that CPR service will not be interrupted by the fire on the Interprovincial Bridge, last night.

In the case of the transcontinental Montreal-Vancouver trains, numbers Seven and One, westbound, will come into Union Station and then back out to Hurdman's, swing on to the "Y" there and pass through Ellwood to Ottawa West, rejoining the main line at that point East-bound transcontinental, numbers Eight and Two, will reverse the procedure and instead of crossing the river at Ottawa West and, entering Ottawa via Hull, as usual, will remain on the Ontario side of the river, running via Hurdman's Bridge into Union Station.

Ottawa-Montreal, North Shore, Maniwaki and other CPR trains normally using the Interprovincial Bridge will be routed through Ottawa West and will cross the Ottawa River at that point.

The CPR owns the Interprovincial Bridge, officials of the company told The Journal late last night. They could not say how much it would cost to repair the damage, but "it will be a major job". Montreal head office is expected to issue a statement today as to the cost of repairs and length of time it will take.

Three Hull Electric Railway street cars were stranded on the Ottawa side, and will remain there until the bridge is cleared for traffic again.

Buses and all the street cars of the Hull company will meet Ottawa street cars at the Chaudiere Bridge terminal, to carry passengers to destinations in Hull but no buses will come to Ottawa,

30/03/1946 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Fire Sweeps Eddy Pulp Stocks and Interprovincial Bridge

Flames are Checked Near Main Eddy Company Mill

Cigarette Butt Starts Worst Fire in Greater Ottawa in 46 Years - Thousands Watch Blaze

Most spectacular fire to occur in the Greater Ottawa area since the destruction of Hull in 1900, last night destroyed the Quebec half of the Interprovincial Bridge, and raged unchecked throughout the night in the mountainous pulpwood stock pile of the E. B. Eddy Company, causing damage estimated in the neighborhood of \$1,000,000.

Cause of the fire was said to have been a cigarette butt, tossed from an automobile some time late Friday afternoon. Another report was that a gasoline truck had taken fire at the Hull end of the bridge setting fire to the heavily tarred woodwork of the roadway.

Saved Lower Mill.

Throughout the night firemen of both the Hull and Ottawa fire departments fought steadily in an effort to save the Lower Mill, located just west of the stock piles and through almost superhuman efforts the roaring blaze was checked within a hundred feet of the sprawling buildings.

The fire started shortly before seven o'clock. Within half an hour a pall of heavy black smoke was hanging over the west end of Ottawa while the flames, already out of control, raged furiously ahead of the high wind that swept out of the northeast.

Three hours later the flames, roaring hundreds of feet in the air were visible for miles around and residents from all parts of Ottawa and Hull were flocking by to watch the conflagration.

The Quebec side of the bridge for a stretch of 500 feet was wrecked cutting off all traffic.

All CPR trains had to be re-routed from Ottawa West, via Ellwood station to Hurdman's bridge. The plank floor of the bridge, heavily tarred and highly inflammable, burned away to the centre span before Ottawa firemen were able to check it.

Hull firemen were called to the bridge twice during the day to put out fires caused by cigarette butts.

At about 6.45pm. they answered a box alarm and on reaching the bridge found its northern end in flames. The tarred surface burned furiously and their hose lines proved almost useless. The flames spread over the mud flats west of the bridge and soon reached the stock piles, containing pulpwood valued at half a million dollars.

The pulp, piled in huge stacks, had been dried out by recent warm weather and soon was ablaze. Hull firemen sent for more equipment and when the pulpwood began burning a two-alarm call was rung through to the Ottawa Fire Department. The wind was rising steadily, though fortunately away from Laurier avenue and toward the river.

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The fire spread from the Hull end of the bridge to the stock piles along a sector of ground where the chain from the conveyor is stretched out for oiling periodically. The ground was said to be soaked with oil and to have caught fire, leading the flames to the pulp pile. A wooden tunnel beneath the stock pile was thought to have been a contributing factor, since it provided a draft beneath the pulp and fanned the flames.

The tunnel was a part of the conveyor system

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 Huge Canadian Pacific locomotives hauling wrecking and bridge cranes pulled in alongside Alexandra Bridge Sunday afternoon as a check-up was begun of the fire scarred structure to determine whether or not it might be possible to put the railway section of the bridge, twisted and scarred from the "million-dollar fire" which swept the bridge and adjoining Eddy pulp stock yards, back into operation.
 Tests were being made of the foundation piers and of the main girders of the structure which carries in addition to the CPR main trackage out of Ottawa, a two-track street car line, and two motor roadways and pedestrian sidewalks. Engineers expressed the hope that if the structure was not too badly damaged it might be possible to put the CPR track back into operation within the next few days.
 A huge pile of glowing embers sending a spiral of heavy steam and smoke up into the sky, marked the only remainder of the stock pile of thousands of cords of pulpwood valued at several hundreds of thousands of dollars which went up in a blazing inferno which wiped out the flooring of the entire west end of the bridge, and brought huge steel conveyors crashing down all over the stock yard. Only twisted and fire-scarred wreckage remain of the once towering conveyor system once a feature of the Hull waterfront visible for miles. Blistered and fire-scarred the main mill of the company apparently escaped without serious damage.

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 Preliminary inspection of the bridge revealed the long ramp and one span on the Hull side to be twisted and buckled due to the heat of the flames. The planking of the bridge was still smouldering in some of the burned out spans. It is probable before entire repairs can be effected the damaged section of the bridge will have to be cut away and replaced. This work might take four or five months before it could be completed.

20/05/1946 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

No smoking signs on bridge walkway.
 Pedestrians using the newly opened walkway across the Alexandra bridge are urged to cooperate in eliminating the fire hazard by not smoking while on the bridge.
 Canadian Pacific Railway officials are having "No Smoking" signs in English and French posted at strategic points along the bridge and earnestly request the public to abide by them, so that no further interruption to traffic such as followed the damaging conflagration of March 29 will recur. Much of the temporary walkway is of wood construction, and lighted cigaret and cigar butts thrown upon it would constitute a definite danger.

02/07/1946 *Ottawa Citizen**Montreal and Ottawa*

Real Charbonneau of Green Valley was killed and two others injured when a Canadian Pacific freight train struck the truck he was driving near Plantagenet.

02/07/1946 *Ottawa Journal**Montreal and Ottawa**Curran*

One Man Dies, Two Hurt When Train Hits Truck
 One man was killed and two others injured when a fast Canadian, Pacific Railway Company freight train struck a truck at Booth's crossing, on the CPR Ottawa-Montreal line, about one-and-one-half miles west of Curran, near Plantagenet shortly after 3 o'clock Saturday afternoon.
 Real Charbonneau, age 29, of Green Valley, driver of the truck, was instantly killed, and fireman of the train, George Kealey, 235 Fairmont avenue, suffered a fractured right forearm and burns to the face, and the engineer, David Milks, 333 Albert street, suffered burns to the face and throat.
 Mr. Charbonneau, who is employed as a truck driver by Joseph Vaillancourt, flour and feed merchant of Green Valley, was driving to Pendleton with a load of feed. He apparently did not see or hear the train as he approached the crossing.
 The train, an extra freight, proceeding from Montreal to Ottawa, crashed into the side of the truck. A gasoline tank on the side of the truck exploded and set the truck on fire. The truck was thrown clear of the track and landed upside down in a ditch about 20 feet from the crossing.
 Pinned Beneath Truck
 Mr. Charbonneau was pinned beneath the burning truck, and after the fire had been extinguished only the charred remains of his body were found in the ruins. The fireman, suffered severe burns to his face as a result of the explosion, and when he jumped from the cab of the locomotive fractured his right arm. David Milks, engineer, was badly burned all around the face except his eyes which were protected by goggles. The interior of his throat was also burned.
 Both trainmen were rushed to hospital in Ottawa in a T. Lamarre and Son of Alfred, ambulance. Mr. Milks is a patient at Ottawa Civic Hospital, while Mr. Kealey is being cared for in the Veteran's Pavillion at the Civic Hospital.
 Coroner Dr. H. H. Kirby, of Hawkesbury, was called to the scene and said that an inquest will be held on July 9, at Curran.
 The train was in charge of conductor Charles Nicholson, of 78 Cambridge street.
 Constable George Nault of the Ontario Provincial Police Investigated.

04/07/1946 *Eastern Ontario Review**Montreal and Ottawa**Curran*

One killed, two injured as train hits truck
 July 4 1946 - CURRAN - One man was killed and two others injured when a fast Canadian Pacific Railway freight train struck a truck at Booth's crossing on the Ottawa-Montreal line, about two miles west of Curran, shortly after 3 p.m. on Saturday (June 29). Real Charlebois, 29, truck's driver, was killed instantly, while train's engineer and fireman both suffered burns to the face in the accident.

Two Hurt When CPR Coaches On Express Derailed Near Ottawa

Two persons were seriously injured when the rear three coaches of a packed CPR Trans-Canada express jumped the rails three miles east of Caledonia Springs at 9.20 p.m. Saturday.

Caledonia Springs is 48 miles east of Ottawa.

Westbound out of Montreal, the train was made up of engine, baggage coach, two sleepers, one of which was unoccupied, and five day coaches and a parlor car.

The last two day coaches and the parlor car were derailed. More than 100 persons bound for Ottawa were aboard, these three coachess normally being reserved for persons travelling to the Capital.

Most seriously Injured were: Mr. and Mrs. Stanley Clifford Pryde, 4346 Decarie Boulevard Montreal, who were Ottawa-bound for the weekend.

Mr. Pryde suffered a severe back injury and shock, while his wife received severe and multiple contusions.

They were both taken to Vankleek Hill Hospital where they were treated by Dr. G. D. , MacIntyre. Sunday they were taken to Royal Victoria Hospital in Montreal, by ambulance.

All passengers in the three coaches, with the exception of the two Montreal people who were taken to Vankleek Hill hospital were accommodated in the other coaches of the train and arrived in Ottawa at 2 a m. Sunday. It was the first section of the flyer and was due in at 10.10 p m. Saturday. The second section of the train, which was halted at Vankleek Hill, had to back its way to Vaudreuil and was re-routed to Ottawa through Bedell, arriving at Union Station at 4 a m.

Seven miles west of Vankleek Hill the last two cars - a first-class coach and a parlor car jumped the track, tearing up the north-side rail for about 700 feet, and digging into the soft ground in the north ditch of the right-of-way which held them upright.

CPR officials said a broken rail was believed to be the cause of the accident.

When the last two cars broke away from the main section, an automatic device immediately threw on the emergency brakes of the train.

Nevertheless, the train travelled more than a mile, carried by its own momentum, dragging the third coach with it.

The wheels jolted along on ties causing considerable damage and giving the passengers a rough ride.

The coupling finally broke and the third coach stopped, upright on the tracks but leaning over at a considerable angle.

Work trains from Montreal and Ottawa, including two giant cranes, were immediately despatched to clear the wreckage.

Was In Parlor. Car.

Chatting with Mr. and Mrs. Pryde in the parlor car at the time the accident occurred was W. Levan, of Harrington street, Arnprior.

He was hurled from his chair by the impact, hit another chair and suffered severe cuts to his left ear. He was treated by Dr. MacIntyre and continued on to Ottawa and thence to his home.

Considerable difficulty was experienced in getting the injured Mr. Pryde out of the car. He had been knocked from his chair and was wedged in between two chairs on the lower side of the car. Members of the train crew, assisted: by fellow passengers, got him out on a stretcher.

Senator J. R. Hurtubise, MD. of Sudbury, and Dr. Arthur Lynch, medical supervisor for the CPR, Vancouver district were on the train and immediately lent assistance to Dr. MacIntyre in attending to Mr. Pryde and others who suffered minor injuries. Later, they returned to the train and resumed their journeys.

Charles S. Nicholson, CPR conductor, was on duty in the coaches and assisted in getting the passengers out. CPR officials stated that with the exception of Mr. Fryde they had received no reports of injuries to the passengers.

Some might have had their noses bumped or been bruised, but did not require medical attention, the official stated.

Mr. Levan's Story

Mr. Levan told The Journal he was in the parlor car when the derailment occurred.

"It all happened so quickly it was all over before we realized it. We were sitting in our chairs when the car lurched suddenly and we were thrown sprawling across the floor.

"I was pretty badly scared for a moment but the car came to a stop in a few seconds and I realized I was not badly hurt. I did get a 'cauliflower' ear however when my head hit a chair. There, were not very many persons in the car and strange to say there was very little confusion. I can't recall anybody screaming. Everybody behaved very well."

When the occupants of the parlor car made their way to the doorway, they found the car had buried its forward end deep into the earth.

"It was over on a pretty steep slant but, we were all able to get out without any difficulty."

Mrs. A. Bois' Experience.

Mrs. A. Bois, 503 Besserer street, Ottawa, was in the smoking section of the second last car. Thrown from her seat, she was sent sprawling into the aisle when the car lurched off the tracks.

"It was a frightening thing", she said. "The car suddenly tilted sharply and came to a stop with a jolt that threw everyone around in their seats. A priest from Montreal, sitting near me, managed to stay in his seat by bracing his feet against the seat ahead of him. A man named Kent Anderson, from Peterborough, picked me up and helped me out of the car. To our surprise, we found our car and the parlor car were in the ditch, but the rest of the train was gone."

Apart from a sore back and a severe shaking up, Mrs. Bois was unhurt.

The priest, Rev. A. Provost of Montreal, was en route to Ottawa to open a retreat Sunday in Holy Family Parish. Fortunately, he escaped, none the worse for the exciting experience.

Mrs. F. Solbarg, resident of Ottawa, living at the Grand Hotel escaped being in the parlor car when it was derailed, by a matter of moments.

Shortly before the crash, she left the car to go forward to the express car to attend to her pet dog.

Marcel Dumais, 19, Union Station redcap residing at 143 Rochester street, was riding in the first coach of the train. Passengers in his car did not realize the accident had occurred until the train had stopped. He walked the mile back down the tracks and helped many of the passengers carry their baggage from the derailed cars to the waiting train.

Officials of the CPR including Divisional Superintendent E. C McKay, Smiths Falls, and James Stewart. CPR assistant superintendent at Ottawa, conducted an immediate investigation at the scene. George Cowan, of the CPR Investigation branch, also visited the scene.

They stated the line was re-opened for traffic at 7 a.m. The CPR westbound Trans-Canada passenger train which left Montreal at 10.45 p.m.

Saturday, was re-routed through Bedell and arrived at Ottawa at 2.40 a.m.

Only One Hurt As Crack Montreal Train derails.

Strikes broken Track Near Caledonia Springs.'

Three rear coaches of passenger flyer slip on-to road bed as major wreck narrowly averted.

In what might have been an accident of major proportions, a broken rail caused partial derailment of the crack CPR trans-continental train No. 7. near Caledonia Springs as it sped westward for Montreal at 9.25 o'clock Saturday night. Although the 11 cars were carrying almost a full quota of passengers, only one person was slightly injured when the three rear coaches left the tracks.

The injured passenger, Stanley Pryde, of Montreal, was given treatment for cuts and bruises at hospital in Hawkesbury where he was also found to be suffering from shock. He was able to return to his Montreal home on Sunday.

In charge of Conductor Charles Nicholson, of Montreal, and Engineer Walter Lewis, of Ottawa, the train was speeding towards Ottawa. The locomotive and tender and the first eight coaches, the majority of them sleeping cars, apparently got over the defective portion of the track safely but when the ninth car passed over the broken rail it left the tracks, pulling the last two cars with it.

No Cars Overturn

None of the derailed cars turned over and to this is attributed the fact that no one was seriously injured in the mishap. The road-bed and ties were torn up for a considerable distance along the right of way and traffic over that part of the line had to be re-routed via Bedell for some hours. Repair crews with heavy equipment were sent out from Smiths Falls and they had the wreckage cleared away and traffic back to normal early Sunday morning.

Immediately after the accident the train, minus the three derailed coaches, proceeded on its trip west and passengers who had been riding in the rear cars were given accommodation in the coaches not affected by the derailment and arrived only three hours late. At Ottawa three coaches were added to replace the damaged ones.

Very Fortunate

E.C. McKay, divisional superintendent of the CPR. Smiths Falls, told The Citizen on Sunday that it was extremely fortunate a wreck of major proportions had not resulted. While unable to state the exact speed of the train at the time it struck the broken rail, he said it would be travelling very fast at the point where the accident occurred.

As soon as the derailment was reported to Ottawa Saturday night. J.W. Stewart, assistant superintendent, left for the scene and remained to direct operations of the wrecking crews.

06/12/1946 *Ottawa Journal**Montreal and Ottawa**Interprovincial Bridge*

Hull Trams Use Railway Tracks

Freight cars and oil tankers have often used tracks of the Hull Electric Railway to deliver cargoes in Hull, but the tables were turned today when three Hull Electric street cars roared across the Interprovincial Bridge on the CPR tracks.

The three street cars were marooned on the Ottawa side by the fire which partly destroyed the Interprovincial Bridge. Until today they were parked at the Hull Electric terminal beneath the Plaza.

The cars were required for service in Hull and because the street car track had not been relaid across the bridge the cars were hauled back on the railroad track.

24/11/1947 *Ottawa Citizen**Montreal and Ottawa*

"Prisoner" with handcuffs on train only joker

An "escaped prisoner," intercepted by detectives and CPR police at the Union Station late last night turned out to be a Montreal man who simply had a pair of handcuffs in his possession.

Following a message received from Rigaud that a man wearing handcuffs on one wrist only was seen sitting alone on the Ottawa-bound train, local police quickly converged on the station in anticipation of making the "capture".

Armed with a description of the "escapee," police had little difficulty in locating their man as he alighted off the train. However, the flustered Montrealeur was soon released after he explained that he had been wearing the handcuffs as a "joke."

21/06/1950 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Bridge Sag Caused By Settling

CPR trains will be rerouted from the Alexandra Bridge between Hull and Ottawa for the next few days, while workmen repair a "half-inch" sag in the center of the structure.

The defect in the interprovincial span was discovered early Monday afternoon, during a routine check by Dominion Bridge Company inspectors. The company has been engaged in making extensive repairs to the bridge during the past three weeks, and workmen are continually on the alert against any weakening of the structure, while repairs are going on.

The sag in the bridge was first spotted in the "grillage" which supports the beams of the bridge, and was confined to the center of the span.

As railway officials had determined that the slight defect did not constitute any danger to rail traffic, trains were permitted to use the bridge until early yesterday afternoon, when it was decided to re-route them to expedite the repairs.

Nothing Unusual

E. C. McKay, superintendent of the Smiths Falls division of the CPR, told The Citizen last night, that there was nothing unusual in the halting of rail traffic during the repair of bridges.

"There is no question of danger to the bridge," Mr. McKay stated. "The sagging condition is the direct result of settling, as the result of repairs made during the past few weeks.

"The sagging is very slight. Not more than a half-inch at the most extreme point," he reported.

Railway officials declared there was no reason to expect automobile or bus traffic to suffer while the repairs are under way. Almost two thousand vehicles were reported to have passed over the span yesterday. Motorists were advised that there was no cause for alarm.

Traffic has been asked to slow down to the legal 15-miles-per-hour speed limit during repair operations, and the co-operation of police has been asked to make certain that drivers comply with the request.

W. J. Johnstone, CPR bridge and building master, reported that the bridge is scheduled to be re-opened to rail traffic by 5 p.m. (standard time) Friday. (23rd)

In the meantime, trains that normally used the bridge will be diverted to the CNR cross-town tracks in Ottawa West. Trains going to Hull and north of Ottawa will be re-routed over the Ottawa West bridge.

The CPR dispatcher reported last night that despite the rerouting, traffic was maintaining its normal schedule. Trains were leaving the Union Station at the allotted time, and though one train was eight minutes late yesterday afternoon, the bridge condition was not to blame for the delay.

It was reported last night that repairs on the bridge would require at least two more months' work. Officials warned that traffic would probably be forced to suffer some minor inconveniences for short periods until the work is finally completed.

Train Hits Auto, Kills One, Hurts 5

One man was killed and four persons injured three seriously when a CPR flyer crashed into their car about a mile north of Vankleek Hill last night. Dead:

Keith Munro, RR 2, Lanark.

The injured:

Donald Wilson, 23, RR 2, Lanark.

Helen Sauve, 19, of Alexandria.

Ruth Pigeon, 18, of Alexandria.

James Andrew, 26, driver of the car, Keewatln Avenue. Toronto, escaped with slight injuries.

Jean Lepage, of Alexandria, suffered shock and bruises.

In Its Path

Police report that the accident occurred on Highway 34 at the CPR crossing. The party, driving west, and the driver apparently failed to see the south-bound train until he was almost in its path.

The car was thrown 55 feet and overturned twice. It came to rest on a set of tracks beside the one used by the train.

Provincial Constable Fred Goddard of Vankleek Hill investigated.

All the injured were taken to hospitals in Hawkesbury

16/08/1952 *Ottawa Citizen**Montreal and Ottawa**Vankleek Hill*

R. Bruneau, MP, Hurt In Fall Off Train

Special To The Citizen

VANKLEEK HILL Raymond Bruneau, MP, Prescott, narrowly escaped serious injury last evening when he tumbled from a moving train at Vankleek Hill Station.

He was rushed in a Berthlaume Ambulance to Notre Dame Hospital, Hawkesbury, suffering from head and shoulder injuries.

Mr. Bruneau had boarded the train with his wife who was travelling to Quebec City, and in attempting a last-minute leap from the fast moving parlor car he fell heavily to the station platform.

Dr. E. Auger, of Vankleek Hill, last night described his condition as "not serious." He is believed to be suffering from slight concussion.

26/03/1955 *Ottawa Citizen**Montreal and Ottawa**Hull Beemer*

Train Derailed At Hull (with picture). No one was injured when a CPR Toronto-bound passenger train jumped the tracks at the Hull station at the height of the snowstorm Saturday afternoon. The engine, coal car and a number of baggage cars left the tracks when a faulty switch shoved the slow-moving train onto the Maniwaki line. Train crews working with cranes righted the derailed cars about six hours after the mishap. Meanwhile, passengers were taken back to Ottawa where they boarded another train bound for the Queen City. The derailed cars blocked Hull's St. Redempteur and St. Hyacinthe Streets until close to 9 o'clock in the evening. Hull police rerouted traffic and stayed on the job until engine and cars were placed back on the rails and taken to Ottawa.

28/03/1955 *Ottawa Journal**Montreal and Ottawa**Hull West*

Passenger Train Derailed in Hull

No One Injured

All passengers and crewmen on a crowded CPR passenger train to Toronto Saturday afternoon escaped injury when the two leading cars of the locomotive jumped the track just outside Hull West station at 3.38 o'clock.

Neither the baggage car nor the parlor car, the only two affected in the accident, were overturned. Four other passenger cars in the train remained on the rails.

The accident stopped all traffic on the line for four-and-a-half hours. Passengers on the train were able to proceed to Toronto with only an 1 hour's delay after their cars were detached, returned to Union Station in Ottawa and re-routed through Ottawa West.

CPR officials told The Journal today that the cause of the derailment is not yet known. They are continuing their investigation.

The accident, occurred after the leading wheels of the locomotive jumped the track at the Montcalm crossing, about 100 yards west of Hull station, and the train continued down the track with the front wheels off the rails.

Outside the station where the Maniwaki break turns off the main line, the free front wheels picked it up and the locomotive followed them on to the branch line.

Although the front wheels of the baggage and parlor cars, went off the track, the rear wheels of both cars remained on the main line. No cars were overturned, although some passengers received a jolting in the freak derailment.

The track was spread and bent about 30 feet at the scene of the accident.

21/05/1955 *Ottawa Citizen**Montreal and Ottawa**Hull*

Investigating Derailment Of 2 CPR Cars

CPR police have launched a full investigation into the derailment of two freight cars at the Hull Station yesterday afternoon, believed to have been caused by an unauthorized person tampering with a yard-switch.

Though no damage resulted from the suspected mischief, it required two hours to get the cars back on the tracks. The Maniwaki passenger train, due to pull out of the station at the time of the derailment, was delayed for two hours.

It was reported that the freight-train was standing on the tracks on preparation of shunting operations when the switch was opened at about 5.30 p.m. (D.S.T.).

The rear set of wheels of one car in the middle of the train ran into the open switch when the train started to pull slowly forward. It was followed by the front set of wheels of the car behind, forcing both cars from the tracks.

Ottawa Truck Driver Meets Death When He Drives Into Path Of Train

Albert Sickman, 49, of 1546 Alta Vista Drive, died instantly this morning when his light truck was struck by the CPR Montreal- Ottawa passenger train.

The accident occurred about 11 a.m. at the CPR level crossing on St. Laurent Boulevard half-a-mile from Cyrville. Mr. Sickman was driving his 1951 three-quarter-ton truck north on the Boulevard. The train was travelling toward Ottawa, approaching from his right.

Going 45 MPH

Train crew and one other eyewitness told police the train was travelling 40 to 45 miles per hour and Mr. Sickman's truck approximately 30 miles per hour.

The truck was struck just behind the cab in the center of the crossing. Wreckage was strewn for half-a-mile down track to where the train eventually stopped.

Mr. Sickman's body was thrown on swampy ground beside the track on the north side 174 feet from the crossing. The engine, wheels, cab and axles of the truck were strewn along the same side of the right-of-way.

The frame of the vehicle dropped off the engine when it braked to a stop 917 yards west of the crossing.

In addition to the fireman, William Shorthouse of 173 Daly Avenue, Apt. G. Henry Groulx was the only other eye-witness. Living some 400 feet north-east of the crossing, Mr. Groulx had come to his back door to watch the train pass.

He told the police the train whistle was still blowing at the crossing and the bell had been ringing. He judged the train speed at 40 to 45 miles an hour.

Fireman Shorthouse told police the whistle cord had been pulled down at the time of impact. He had seen Mr. Sickman's truck approaching the crossing and believed it would stop. The train was on top of the truck before he realized anything was wrong.

He yelled to engineer Calvin Hyndman, of 55 Starwood Road, City View, when the train hit and the brakes were thrown on immediately. Shortly after the crash, Rev. Jean Brunelle, a Cyrville priest, arrived at the scene and administered the last rites of the church.

Coroner Dr. W. T. Kendall viewed the body and ordered it removed by Exclusive Ambulance to Civic Hospital for an autopsy. An Inquest will probably be held.

Mr. Sickman, employed by the Thibeault Lumber Company on the Montreal Road, was driving a company truck empty at the time of the accident.

He is survived by his widow and four children. His widow, recently recovered from a serious operation, was prostrate by the news.

The passenger train, No. 503 from Montreal, was held up for more than an hour during police investigation and while wreckage was cleared.

Conductor was John Gillan, 75 Hugh Street, Arncliffe.

Caption to picture

SCENE OF FATALITY

Lumber truck driver Alfred Sickman, 49, of 1346 Alta Vista Drive, was killed instantly this morning when his truck was hit by a CPR train at the St. Laurent Boulevard level crossing. Shown above is part of the vehicle which was carried half a mile down the track by the locomotive. Photo by Newton

Hammond - Their car ripped apart by a CPR train travelling at about 80 miles per hour, a father, mother and their youngest child were killed here shortly after midnight. Hammond is located about 25 miles southeast of Ottawa.

The level crossing crash that took their lives brought the toll to 10 persons killed in automobile-train collisions in the Ottawa area during the past four days.

Mr. and Mrs. Emile Legault, of Hammond, and their 13-year-old son Henri, died instantly when the Ottawa-bound flyer, No. 17, plowed into the side of their auto at 12.28 o'clock this morning.

It was on the same CPR tracks, only 10 miles eastward that three young persons were killed in a level-crossing crash just 26 hours earlier at Navan. On Sunday evening a collision between an auto and a CNR freight train resulted in the death of four youths at Portage du Fort, Que., about 45 miles north-west of Ottawa.

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Train Kills Currah Man

HAWKESBURY (Special) A 73-year-old Currah man was killed Sunday because he tried to avoid an accident.

Patrick Houle was fatally injured when he was struck by a train at a North Plantagenet Township railway crossing.

He had just climbed from the car in which he was riding because he considered the vehicle had stopped too close to the approaching Montreal-bound CPR train.

Real Bercier of Plantagenet, who was driving the 73-year-old farmer and township road inspector home at the time of the accident, rushed the injured man to Plantagenet. He was pronounced dead by Dr. Hector Gaboury.

Dr. Moise Gendron, of Bourget, examined the body after it was removed to Bourget Funeral Home and said death had been caused by internal injuries. Dr. Arcade Perrler, coroner of Prescott County, said an inquest would be held.

The accident occurred at Wilfrid Gratton crossing, two miles west of Currah and about 30 miles east of Ottawa. Mr. Houle lived nearby on RR 1.

Driver Unhurt As Auto Crashes Train

An Ottawa motorist watched the front end of his car being demolished by a train last night while he sat helpless behind the wheel.

David Ridge, 50, of 1680 Abbey Road, Riverview Park, crashed into the side of CPR passenger train No. 33 at the intersection of that line's rails with the Russell Road, just south of Hurdman's Bridge. He was unhurt.

Mr. Ridge told The Citizen: "I just didn't see the train and hit it. David Ridge the first coach after the engine. I had to sit there while about 12 cars went by, each ripping away at the front end of the car." An OTC cleaner, Mr. Ridge was travelling from uptown Ottawa to his home when the collision occurred. He said his late model auto was covered by insurance. The train which suffered no damage was operated by Earl Fergus of Smiths Falls. Ottawa Police Const. Bob Palen Investigated.

Two Escape Car-Train Collision

The maze of train crossings in the Hurdman's Bridge area is blamed for an auto-train collision last night. No one was injured.

Police report that Kenneth A. Stone, 34, of 876 Weston Drive, had been proceeding towards Elmvale Acres via Riverside Drive. He waited near Hurdman's Bridge for a CPR passenger train to pass, then proceeded several hundred yards and struck the same train as it crossed Russell Road heading south.

Stone and his wife, Eleanor, 34, were badly shaken up in the accident but didn't require hospital treatment. Ottawa police said the slow-moving train continued on its way, the engineer apparently not being aware of the accident.

The Stone vehicle, eastbound on Russell Road, was knocked 30 feet by the impact and received about \$500 damage.

Const Don Potter investigated.

Slightly Hurt In Car-Train Collision

A motorist escaped with only a broken rib when his car was struck by a slow-moving CPR freight train at Riverside Drive and Tremblay Road yesterday.

Jamel Francis McLaughlin, 53, of 151 Bayswater Avenue, was allowed to go home after being treated at the General Hospital.

McLaughlin told police he was driving across the track at five miles an hour when he heard a train whistle. However, he looked in the wrong direction, and failed to see the locomotive bearing down from the north at 10 miles an hour.

The car was carried 145 feet along the track, and its right side was completely demolished. Damage was estimated at \$1,500.

Engineer on the train was Alex Haimill, of 14 Rousillion Street, Hull.

06/07/1960 *Ottawa Citizen**Montreal and Ottawa***Struck By Train, Man Critical**

A middle-aged transient was struck by a slow-moving train last night on the southern approach to the Interprovincial Bridge then fell some 45 feet to the ground below.

Admitted to the General Hospital in critical condition was Edward Chambers Jackson, 42, of no fixed address.

The man was hit about 9 p.m. on Sappers Bridge [sic], an elevated section of track between the Interprovincial Bridge and Major's Hill Park, by an incoming CPR passenger train from Montreal.

Engineer Henry Day, 59, of Longueuil, Que., said the train had just rounded a curve at 10 miles per hour and had speeded up to 15 miles per hour.

He blew the whistle and, applied the brakes, but the right side of the engine struck the man as he was crossing the track. The victim then slipped through the trestles to the rough ground below.

One Step Away

The engineer told police the man was only one step from safety.

The man's only identification was an unemployment insurance card.

Minutes before the accident a man had come to a watchman's shack on the Interprovincial Bridge to ask if he could sleep there.

The watchman, Marcel Forget, of Orleans, said the man had been leaning over the bridge rail and apparently had been drinking.

Despatched to the scene were Constables Harry Norton and Davis Hodgins. They were later assisted by Traffic Sgt. King Ackland and Morality Sgt. Harvey Slade.

16/08/1960 *Ottawa Citizen**Montreal and Ottawa**Ste. Eugene***Farmer Hurt When Train Hits Tractor**

George Cahill, a Ste. Eugene, Ont., farmer, was seriously injured shortly after 10 o'clock this morning when the tractor on which he was riding was struck by the CPR's Montreal-Ottawa train. Ste. Eugene is located 65 miles southeast of Ottawa and only a few miles from Rigaud, Que.

Mr. Cahill was rushed by ambulance to a Montreal hospital. The train was delayed almost three hours while emergency repairs were made on the diesel engine.

15/11/1960 *Ottawa Citizen**Montreal and Ottawa**Alta Vista Drive***Cars Crash, Train Track Is Blocked**

Three cars obstructed the CPR tracks at Alta Vista Drive late Saturday afternoon (12/11), requiring prompt action to haul them away before a train might arrive.

Police said the CPR right-of-way was obstructed when two cars and a light truck rested on the tracks after a collision about 5.20 p.m.

05/12/1960 *Ottawa Citizen**Montreal and Ottawa**Hurdman***Fire threatens railway station.**

A fierce grass and brush fire threatened the Hurdman railway station before it was controlled by city firemen Friday afternoon.

The blaze broke out about 3.30 p.m. in land bounded by Riverside Drive and the south end of Alta Vista Drive. Flames, driven by a breeze, approached the station and several other outbuildings.

16/02/1961 *Ottawa Citizen**Montreal and Ottawa**Navan***Navan Man Hit By Train**

NAVAN (Special) Percy Smith, 46-year-old Navan farmer, suffered a possible skull fracture in a train-car collision at a level crossing here today.

He was rushed to St. Louis Marie de Montfort hospital where, after examination he was immediately transferred to Ottawa General.

The accident occurred at 10.30 a.m. at a level crossing 100 yards west of the Navan station. Mr. Smith was alone in the auto which was wrecked in the collision with a CPR westbound passenger train.

114 Shaken Up In Rail Wreck See Also Page 16

By Paul M. Dunn Citizen Staff Writer

ST. EUGENE, Ont. Canadian Pacific continued their search today for clues to Sunday's derailment of the Vancouver-to-Montreal Dominion near here, 70 miles east of Ottawa.

The derailment of the 14-unit train which dumped the three diesels into a 30-foot gully, left only the sleeping car on the tracks.

There has been no official statement from the railway concerning cause of the derailment and subsequent damage. Among other things, completion of an investigation report depends upon statements from crew members.

The accident occurred at 8.38 a.m. as the train neared a small wooden trestle over a creek. Two passenger cars and eight express baggage cars jumped the tracks but remained upright. A CPR official said this morning he "hoped" the line would be cleared and the wooden trestle, restored, by 3 p.m. today for regular operations.

The 114 passengers aboard were only shaken up.

But officials expressed amazement that the engineer and engineman, both of Ottawa, crawled from their cab alive. Both are in Civic Hospital.

Engineer Harold Greenlaw, 46, of 14 Stevenson Ave., suffered a badly bruised right hip, shock and leg cuts.

Engineman Frank Alexander, also 46, of 1220 Carling Ave., sustained slight concussion.

The wreck ripped up hundreds of yards of railway ties, chopping them into splinters, left several hundred feet of twisted rail and felled several telegraph poles.

Passengers were transferred to sleighs, drawn by nearby farm horses which pulled them a quarter mile to a road waiting buses took them to Montreal, where they arrived about 1.30 p.m.

Meanwhile, CPR crews arrived to clear wreckage and reset the derailed cars.

Investigators began searching through the tangled debris.

All CPR personnel at the scene were under orders to give no statements to reporters.

Crewmen leap from train.

The accident was over in seconds. Crewmen leaped from the train to find the three diesels gone. A hundred feet ahead they spotted the wreckage in the gully. A porter and a brakeman were first to reach the mangled cab of the lead diesel and assist the crew out. The porter administered first aid and had the injured taken back to the undamaged cars.

Mr. Greenlaw was reported to have stuck his head out of the cab and looked back toward where he had last seen his 11 cars.

He is quoted as saying: "I couldn't understand where they had gone; then I realized my engine was facing in the opposite direction".

Another trainman said he was working when the smashup occurred.

"There was a rumble and a crunching. I was thrown against a wall and a table. Then it stopped."

CPR Police began an all-night watch of the wreck and undamaged cars that includes one bearing mail and valuables.

The familiar No. 8 Dominion with its tinted-glass observation dome left Ottawa at 7.15 a.m.

One CPR official, asked if ice on the tracks could cause such a wreck, said it was unlikely.

The wooden trestle will require reshoring before the line can be reopened and repairs will take several days.

Montreal Ottawa trains are being rerouted via Bedell, adding an hour to the trip. The CPR cancelled one scheduled Ottawa Montreal run and delayed another.

A driving blizzard, low temperatures and poor road conditions hampered police and rescuers in reaching the scene.

Sole witnesses to the accident were a grazing mule and horse. The pair showed slight interest in the dozens of persons crossing back and forth across the snow near barn, 100 feet from the tracks.

Photo p. 16.

WORK CREWS CLEAR CPR WRECKAGE

Work crews and heavy equipment were rushed to St. Eugene yesterday as hours of clearing wreckage from the derailment of the Vancouver-Montreal CPR Dominion began. Two crew members were injured and are in hospital, while the 114 uninjured passengers were finally taken to Montreal by bus. Three diesel engines were hurled into a 30-foot gully. Eight baggage cars and two passenger units jumped the tracks. Trains have been rerouted through Bedell, near Smiths Falls. Citizen-UPI staff Photo

09/01/1962 Ottawa Citizen

Montreal and Ottawa

St. Eugene

Deraiment Inquiry Continuing

The investigation into Sunday's derailment of a 14 - unit CPR train near St. Eugene is continuing.

A railway spokesman indicated this morning there will be no company statement on the derailment, which sent two Ottawa crew members to hospital, until the investigation has ended.

There have been reports that the derailment was caused by a split rail and by heavy icing. However, neither report has been verified officially by the railway.

The damaged section was repaired Monday morning and has been reopened to normal traffic, the spokesman said.

15/01/1962 Ottawa Citizen

Montreal and Ottawa

St. Eugene

Wreck Cause Still Unknown

CPR investigators have not yet come up with the cause of the Jan. 7 derailment of a 14-unit train near St. Eugene, Ont.

A railway spokesman said this morning the probe is continuing and that no company statement would be issued until completion of the investigation.

Official estimate of the damage has not been made public.

Although more than 100 persons were aboard, bound for Montreal, only two men, members ; the'trew, were injured.

19/02/1962 Ottawa Citizen

Montreal and Ottawa

St. Eugene

Snow, Ice Caused Derailment

Snow and ice have been determined as the cause of the Jan. 7 derailment of a Canadian Pacific Railways passenger train near St. Eugene, Ont.

A spokesman said today snow and ice had collected under the cowling of the engine, eventually raising the front of the locomotive so that the wheels left the tracks.

Two crew members were injured. More than 100 persons, bound for Montreal, were aboard.

The railways has issued no official damage estimate.

Fantastic Escape

Train Passes Over Child Who Falls Between The Rails

A three-year-old Bourget girl had a fantastic escape from death Saturday evening when a Canadian Pacific tram passed over her at 80 miles per hour. Pure chance apparently saved Linda McAuley, daughter of Mr. and Mrs. Albert McAuley. She slipped and fell between the tracks just as the five-car passenger train roared up to her.

Linda's father, who had run out to look for her when he heard the CPR train approach, saw her stand up after the train passed.

Bump On Head

She suffered only a bump on the head - probably caused when she fell and not by the train.

The crew of the diesel Mon-treal-to-Ottawa train brought the train to a stop when they realized a child had been run over.

One crew member said he had seen what looked like a dog lying on the tracks, but when he looked back, he saw the child,

Mr. and Mrs. McAuley have eight other children, the oldest 15.

"Linda just turned three June 15," Mrs. McAuley said

"We had just finished supper and she wanted to go outside. I had forgotten about the 7 o'clock flyer and let her out.

"Our house is about 50 feet from the track. We started building a fence, but it isn't finished yet. We were watching television when we heard the train whistle and my husband went out to see where Linda was.

"He couldn't see her but as soon as the train went by he saw her stand up between the tracks. The stationmaster, Mr. Brazeau, called out he saw a child and by this time my husband had picked up Linda. "

The doctor took her to his office and examined her, finding only a large bump on her head."

Mrs. McAuley said the family has lived at Bourget eight years and never had any problem with children being near the trains.

"We are going to finish building the fence," she said.

09/08/1962 *Ottawa Citizen**Montreal and Ottawa**Tremblay Road*

Boy, 7, Thrown By Train

A seven-year-old Ottawa boy is in satisfactory condition at General Hospital after a brush with an east bound CPR train last night near his home just off Tremblay Road.

Brian Patrick O'Connor, son of Mr. and Mrs. Edwin O'Connor, of 1323 Ave. P, is suffering severe chest and internal injuries. Hospital authorities say his condition is improving.

The boy was knocked to the rock-strewn trackside at about 7.30 p.m., when he and two companions stood on a narrow path as the CPR

"Canadian", Vancouver to Montreal passenger train, roared past. He was taken to hospital by police cruiser.

His companions, Michael Ouimet, eight, and his six-year-old brother David, sons of Mr. and Mrs. Don Ouimet, of 1319 Ave. P, were not injured.

May Have Touched Train

Police say the youngster apparently failed to stand clear of the speeding train and may have even reached out to touch it as it passed.

It is believed he was thrown after brushing against, or being hauled into, the side of the train. Neither engineer Aldon A. Murphy, of 115 Spadina Ave., Ottawa, nor conductor Clyde Taman, of 638 Gilmour St., knew of the accident until told by Montreal railway officials.

Mr. Ouimet, father of the injured boy's companions, said he had no clear picture of the accident. "The boys are pretty upset about it," he said. They told their father Brian came to his feet for a minute after the accident and was bleeding from the mouth.

Const. Keith Anderson, of city police, who investigated the accident with Const. Wilmer Dowd, said the train could have been travelling about 40 miles per hour when the accident occurred.

06/11/1962 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Man only cut when brushed by CPR train

Rene Roberts, 64, of no fixed address, is lucky to be alive. He was brushed by an Ottawa-bound CPR train Saturday at 10.36 p.m. and taken to General Hospital with only a laceration to the head.

He was kept in hospital over night for observation.

The train engineer, Percy Newton, 63, of 57 Grange Rd., said he saw the man standing beside the track on the Ottawa side of the Interprovincial Bridge but thought he was far enough away from the train.

21/11/1962 *Ottawa Citizen**Montreal and Ottawa**St. Eugene*

Man killed when struck by train

HAWKESBURY (Special) Bruno Renaud, 67, of St. Eugene, 15 miles northwest of Hawkesbury, was instantly killed, Monday morning, when struck by a Ottawa-Montreal passenger train.

The man was a well-known farmer of the area and had been ill for some time.

Engineer John Gillespie, of Ottawa, on Train No. 8, saw the man near a farm crossing, about a mile east of St. Eugene.

The train could not be halted and the man was killed instantly when, he fell on the tracks.

An inquest into the death will be held by District Coronor Dr. A. Perrier, Hawkesbury. The fatality was investigated by OPP Constable Joseph Vertolli, of Hawkesbury.

12/06/1963 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

FLQ bid to dynamite city bridge was foiled.

Terrorists planned to blow up a railway bridge between Ottawa and Hull on the Victoria Day weekend but were foiled by an unsuspecting policeman, a witness's statement revealed at a Montreal inquest Tuesday

The statement by Jacques Girouz, 19, was read at the inquest into the death of an army nightwatchman killed by a terrorist bomb on April 20.

Girouz's statement said the plan to set a time bomb of 75 sticks of dynamite on the Interprovincial Bridge was abandoned after a group in a car took a wrong turn near the Supreme Court of Canada Building.

Spotted by an RCMP constable, the group told him a story about looking for a parking place and were directed elsewhere.

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Eight Die in Train Wreck

Truck derails cars, 30 hurt

Eight persons were killed and upwards of 30 were injured today when a gravel truck crashed into the side of one of the coaches of the fast CPR Ottawa-Montreal flyer here at 8.15 a.m.

Four cars of the train which left Ottawa at 7.55 a.m. were derailed. Most of the dead and injured were passengers riding in & sealed coach fourth from the rear of the train.

Impact lifts coaches off tracks.

Leonard is 20 miles east of Ottawa.

The truck driver was killed instantly. The other seven dead were passengers.

Victims identified at press time were:

Basil Czopyk, about 30, of 330 Friel St., Ottawa, the truck driver. Sister St. Eliza, Mount St. Bernard, Antigonish, N.S., Andre Roy, Quebec City.

The gravel truck, going north, smashed into the side of car N. 2294 at the crossing in the centre of the village. The rear part of the train lifted from the tracks and tore up more than 150 yards of right of way.

The truck carried seven to eight tons of gravel.

The crossing is marked with a white "X" warning sign only.

It was the worst accident in the history of the village. Some bodies were thrown clear of car 2294 which was tilted at a crazy angle and jammed against a big elm tree 20 feet from the home of Mrs. Jane Wood.

The other three coaches derailed stayed upright.

It was a scene of horror.

Screams rose from the shattered fifth car, where most of the dead were found.

Flames licked round rear coaches, terrifying passengers trapped inside.

Injured passengers, their hands and faces torn and bloody, crawled through shattered windows and collapsed on the ground.

Eight Die in Train Wreck

'A woman was crying: Help me'

By Bob Rupert Citizen staff writer

LEONARD "I was lucky-the woman beside me died."

These were the sad remarks of 58-year-old Hull chef Dominique Galgery at the scene of this tragic derailment.

Galgery, who was sitting near the middle of a CPR train to Montreal, said "All of a sudden the gravel was flying and the people were falling out the windows.

Moaning and screaming

"They were moaning and screaming as I came out a window. My hat is still in there."

A stout oak tree may have saved the life of widow Mrs. Jane Wood who lives alone in a house 60 feet north of the track. One of the rolling cars stopped against the tree less than 15 feet from her back porch.

"I was in bed," said Mrs. Wood. "I heard a crash and I heard the women crying.

"When I got to the porch they were sitting there bleeding something terrible. There was a nun that was in awful pain. She was moaning and making an awful noise."

Pump house smashed

Mrs. Melvin Larmour, who lives about 50 yards from the track, said she was just getting ready to bake bread "when I heard the bang and saw the smoke.

"I said to my granddaughter, 'there's been a wreck', and right away I saw the pump house had been smashed.

"One woman was crying 'help me, help me, help me'. I got blankets and covered her I did what I could."

Witnesses said the injured and dying were treated at the scene by Dr. I. F. Kennedy of Cumberland. Assisting him shortly before a squadron of ambulances arrived were Dr. William Tweedy, district coroner, and Dr. Addy Power of Rockland.

One witness said a priest was lying on the ground with one of his legs severed at the knee. The priest told doctors "I'm all right."

Trainman W. C. Yendall said No. 232 was due to arrive in Montreal at 10 a.m.

"I was at the front of the train and I got it stopped. Then I came back."

When The Citizen asked Mr. Yendall what he had seen, he pointed to the body of the truck driver and said "You see that? There are more of them up there."

Gladys Barnes of 30 Walker St., Hull, trudged down the track, her battered suitcase in hand, and breathed "I was fortunate it was a miracle.

"I was in the parlor car and there was a great flash. Flames were coming from both sides. The old gentleman beside me rolled along the aisle and smashed his head against a window.

"People were lying half in and half out the windows, screaming."

Miss Barnes, a National Film Board employee, was going to Montreal to attend a board meeting this morning.

Truck derails cars, 30 hurt

By Joe Finn Citizen staff writer

LEONARD Eight persons were killed and upwards of 30 were injured today when a gravel truck crashed into the side of one of the coaches of the fast CPR Ottawa-Montreal flyer here at 8.15 a.m.

Four cars of the train which left Ottawa at 7.55 a.m. were derailed. Most of the dead and injured were passengers riding in a sealed coach fourth from the rear of the train.

Impact lifts coaches off tracks

Leonard is 20 miles east of Ottawa.

The truck driver was killed instantly

The other seven dead were passengers.

Victims identified at press time were:

Basil Czopyk, about 30, of 330 Friel St., Ottawa, the truck driver.

Sister St. Eliza, Mount St. Bernard, Antigonish, N.S., 1

Andre Roy, Quebec City.

The gravel truck, going north, smashed into the side of car N. 2294 at the crossing in the centre of the village. The rear part of the train lifted from the tracks and tore up more than 150 yards of right of way.

The truck carried seven to eight tons of gravel.

The crossing is marked with a white "X" warning sign only.

It was the worst accident in the history of the village. Some bodies were thrown clear of car 2294 which was tilted at a crazy angle and jammed against a big elm tree 20 feet from the home of Mrs. Jane Wood.

The other three coaches derailed stayed upright.

It was a scene of horror.

Screams rose from the shattered fifth car, where most of the dead were found.

Flames licked round rear coaches, terrifying passengers trapped inside.

Injured passengers, their hands and faces torn and bloody, crawled through shattered windows and collapsed on the ground.

Villagers Help Carry Out Bodies

One woman knelt on the ground with her arms around a woman's body shouting, "This is my sister! This is my sister!"

A witness said there were "bits and pieces of people" lying all around.

A small boy saw his mother and father die.

A witness said he heard some priests praying as they lay dying or critically injured.

Mrs. Jane Wood who lives beside the crossing, said she was lying in bed awake when she heard the screech of the air whistle of the diesel locomotive of the flyer.

"Seconds later I heard a terrible, grinding crash. I jumped out of bed and ran to the window and there seemed to be dust and smoke everywhere in the air.

"The smoke cleared and I saw one of the railroad coaches up against the tree almost outside my window. I could hear women screaming and men shouting for help.

"It was the worst experience of my life."

The scene in the village was one of wild confusion following the crash. Villagers hurried to the scene and helped members of the train crew carry the dead, dying and injured from the smashed coaches.

Eight dead, Many Injured as Truck Hits Crack Train.

Eight persons, a truck driver and seven train passengers were killed when a loaded gravel truck slammed into the side of an Ottawa-to-Montreal CPR passenger train at Leonard, 23 miles east of Ottawa at 8.20 this morning.

Count of the dead was provided by Dr. W. C. Tweedie, Rockland coroner, but only the truck driver, Basil Czyk of 330 Friel Street, has been identified.

There were reports some of the dead were Roman Catholic nuns and priests. Names of the dead were withheld pending notification of relatives.

A general store at Leonard was turned into a hospital. So were some private homes.

The train, out of Ottawa, was bound for Montreal and the gravel truck was hauling gravel north on a Russell county road for reconstruction of the Navan Road 1 ½ miles north of Leonard.

The level crossing over the Russell County road is marked only by a cross-arm but visibility is quite clear in both directions.

Residents who have lived near the track for many years said this was the first accident they recall occurring there.

The victims were all in the fourth car from the front which was struck near the middle by the truck and sent spinning wildly.

For most of the victims, death was sudden. For survivors, escape was miraculous.

Mrs. C. Rathwell was in the parlor of her Leonard home a hundred feet from the crossing when she heard the screeching of the trucks brakes about 8.20. Next door, W. G. Lantry heard a thunderous crash.

Marcel Prud'homme was standing in the door of the Leonard store, and saw the truck hit the side of the train and catapult into the air. Remnants of it were scattered for 100 yards.

Inside the fourth car of the seven-unit train, Aline Lortie of D'Amour Drive in South Hull was jostling six-year-old Luc Seguin on her knee.

More on P. 2

Nun Recalls Crash Horror

"I saw feet with no bodies . . . bodies with no skin."

That was the horrible recollection Rev. Sister Mary Alberta, of Philadelphia, had of the terrible, panic-filled moments after today's tragic train derailment at Leonard.

"There was a terrible shock and I was going through the window. There was broken glass and dirt everywhere.

"I got tangled in my skirt and as I was working myself free I looked around. It was horrible. I saw feet with no bodies.

"I saw another body with no skin . . . just muscle tissue showing.

"Next to me a woman was screaming. Her back was broken and a priest was giving her the last rights. Everything was a shambles. It was horrible." (Sister Mary Alberta is 81. She was not seriously injured and was treated at St. Louis Marie de Montfort Hospital.)

Jack Hardman, 40, Burnaby, BC, "I was sitting reading the paper. All of a sudden the car went to the right.

'COMPLETE CIRCLE'

"I seemed to make a complete circle through the coach along the sides and the ceiling and back to the floor.

"I could see the glass separating the smoking section shattering, and all the nuns being cut.

"Everybody seemed to have been thrown through the window or into the luggage rack;

"Right beside me was one priest with one foot cut off.

"There was another man in the luggage rack with his ribs all crushed. There was a woman trying to get through the window, it was cutting her legs as she moved. "I yelled to her not to move her legs. She did not seem to understand. She was French. I couldn't remember the word for legs, I couldn't help her. I was so fortunate, people seemed to be hurt and trapped everywhere. I seemed to be one of two people in the car who were not injured.

Dominique Gaboury, of 59 Carillon Street, Hull:

"The train was hit right behind me. There were two women sitting right behind me. They were killed right away.

"One of the women died on my coat. It was hanging behind the seat but fell down when the train tipped."

Mrs. E. L. Burpee, 12 Park Road, Rockcliffe Park:

"We just went crazy.

"I don't know why we're alive ... it was horrible . . . just horrible.

More on p. 2

Decision to eat saves city train passenger

Miss Myra Slack, 17, daughter of Mr. and Mrs. Lou Slack, 479 Penhill Ave., was seated in a coach but decided to go to the dining car.

She was in the car a short time when the accident occurred. She thinks the move probably saved her life [sic].

She called her mother from Cumberland following the wreck. Neither Mr. or Mrs. Slack had heard of the tragedy when their daughter called to say she was safe.

Police finish identification of 8 victims

The grim task of formally identifying the eight victims of Friday morning's train-truck crash at Leonard was still being carried out by police today. Some were so badly mangled and slashed by the heavy plate glass used in railway coaches that identification was made through names in clothing and tell-tale physical characteristics.

'They had been cut to pieces'

"They had been cut to pieces," said Const. Ronald Collins of the Rockland Ontario Provincial Police detachment, one of the first at the scene.

It was Const. Collins' job to see that all severed limbs were assembled with the proper torsos.

The dead have been identified as:

Basil Czopyk, 43, who roomed at 330 Friel St. and driver of the gravel truck that smashed into the fast-moving Ottawa - Montreal flyer.

Sister St. Eiiza, 46, a Roman Catholic nun of the Congregation of Notre Dame, returning to St. Bernard College, Antigonish, N.S.

Sister Marie de St. Maurice, 63, general bursar for the Sisters of Joan of Arc at the Ottawa Institute of Joan of Arc.

Mrs. John Palmer, 37, of 196 Metcalfe St., Ottawa, on her way to visit a friend in Montreal.

Mrs. Jean Poulin, 39, of Quebec City, returning home after a visit with her sister in Ottawa.

Monique Roy, 51, of St. Gervais, Quebec, and her nephew, Andre Roy, 18, also of St. Ger-vais. Both were returning home after visiting a relative in Ottawa.

Dimitrius Georgiles, 41, a civil servant with the forestry -department going to Montreal to write his final two university exams.

Performed amputation at scene

Twenty-three persons were injured, two seriously. Fourteen were admitted to hospital.

Dr. I. F. Kennedy of Cumberland performed an emergency leg amputation at the scene. Doctors William Tweedy and Addy Power, both of Rockland, also rushed to the site to treat the injured and dying.

The collision occurred about 8.20 a.m., 25 minutes after the non-stop train left Union Station.

It was 1 p.m. before railway emergency crews, using acetylene torches, freed the last body from the wreckage.

The northbound truck, loaded with seven to eight tons of gravel for roadwork under way at nearby Navan, rammed into the last coach, knocking it off the track.

The coach, carrying about 35 passengers, careened wildly along the roadbed for 300 feet, coming to rest at a dangerous angle against a huge poplar tree.

The diner and parlor car also jumped the track but remained upright. All railway passenger victims had been in the coach car.

The undamaged section of the train later continued on to Montreal, arriving at the Montreal West station at 12.33 p.m., one hour and 48 minutes behind schedule.

Swerved to left at last minute

An inquest will be held into the death of the truck driver. Its findings will cover the deaths of the other seven victims.

Police were not able to explain why Czopyk did not see the train. The Fifth Line, on which the truck was travelling, crosses the tracks at right angles with nothing to impair a driver's vision.

Const. Collins said there were no skid marks but Czopyk had swerved to the left in a last minute attempt to avoid a collision.

A passenger said the truck ran into the ditch and up the other side, striking the fourth coach high up. The rear of the truck then swung around, smashing into the train between the coach and diner.

Trucks had been hauling gravel along the road for several weeks and residents of the area had complained amongst themselves about the speed at which they travelled along the gravel road.

17/09/1964 *Ottawa Citizen**Montreal and Ottawa*

Mail bag theft from CPR train

Post office investigators and CPR police are still gathering information regarding the mysterious theft of a mail bag from a freight car on the Montreal - Ottawa run Monday night.(14/09)

The train made three 90-second stops at Westmount, Montreal West and Vankleek Hill and a 30-second stop at Alta Vista. The bag, which contained an unknown but reportedly small sum of money, was probably stolen during one of these stops.

The loss was discovered when inventories were checked in Ottawa.

30/10/1964 *Ottawa Citizen**Montreal and Ottawa**Leonard*

Train speeding 70 when hit by truck

ROCKLAND - CPR Ottawa-Montreal express No. 232 was travelling with throttles wide open at 70 miles an hour when it was struck by a loaded gravel truck at the Leonard level crossing Aug. 21, killing eight.

At an inquest which opened here today into the death of 43-year-old truck driver, Bazyl Czopyk, CPR engineer John Arden Simpson, 47, told a corner's jury: "We were running it as fast as the engines would take us the throttles were open all the way."

St. Louis Marie de Montfort Hospital pathologist Dr. Peter Burke, who performed an autopsy, said Czotyk "had nothing left to live with many of his injuries could have been fatal."

Among the injuries he listed were: a fractured skull with half of the brain missing, fractured neck, broken back, spine torn in half, left arm and leg broken, several ribs smashed, heart and both lungs ruptured, and ruptures to the liver and spleen.

Leonard farmer Jack Neely, 29, said he followed Czopyk's truck along Russell County Road No.

"I was travelling 35-40 miles an hour and the truck was pulling away from me," said Neely.

"I saw the truck veer suddenly to the right; it didn't stop. I saw no brake lights[sic]," he said, estimating the rucks[sic] speed a 50 miles an hour.

Cumberland Township Clerk Robert J. Kennedy, 70, whose office in Leonard is 150 feet from the crossing, said he remembered the fatal morning clearly.

"I head the crash and saw the train go by with flames running under it," he said.

"We were expecting an accident there. They had been driving very fast. A week before, a truck left the road to avoid an accident at the same place.

"I searched my brain trying to find a way to stop them I'm sorry now that I didn't phone the police."

more more more more more

Train conductor Edward Mc-Mullin, 50, of Ottawa, said the train left Ottawa at 8 a.m., five minutes lae[sic]. He said the train usually ran non-stop to Montreal at speeds up to 75 miles per hour.

However, Engineer Simpson said 85 miles per hour is top speed for the run.

The inquest continues.

Driver blamed in train crash

By Bob Rupert Citizen staff writer

ROCKLAND - Bazyl Czopyk, 42-year-old trucker who drove his loaded vehicle into the side of a fast-moving Canadian Pacific passenger train Aug. 21, has been blamed for the tragic accident which claimed eight lives including his own.

A coroner's jury deliberated for less than an hour here Friday before finding that Czopyk contributed to his own death by failing to use proper care and caution when approaching the level crossing on the northern border of the village of Leonard.

In part, the verdict read: "We find this fatal accident, which took eight lives and caused so much personal injury, was due to Mr. Bazyl Czopyk driving his loaded gravel truck into the side of an eastbound passenger train. His death was caused by multiple injuries, lacerations and loss of blood.

"... We the jurors recommend that a suitable automatic signal be installed at this crossing."

Thirteen testify

Thirteen witnesses, five of them survivors of the early-morning crash which injured 31, were called to testify before Russell County Coroner Dr. W. C. Tweedie.

Jack Neely, 29-year-old Leonard farmer, said he followed Czopyk's loaded gravel truck along County Road No. 4 on the fateful morning.

"I was travelling 35 to 40 miles an hour and the truck was pulling away from me," said Neely.

"I saw the truck veer suddenly to the right. It didn't stop. I saw no brake lights," added the eye witness, who estimated the truck's speed at about 50 mph.

CPR engineer John Arden Simpson, 47, of Ottawa, said top speed on the run is 85 mph. He said the speed at the time of the crash was 70 mph.

Mara Karnupe, 36-year-old Montreal librarian who was sitting in the third coach of the seven-car train when the truck slammed into its side, said she saw the oncoming truck at the last minute.

"I knew we would be hit," she testified. "It was moving too fast it couldn't possibly stop.

"I was thrown down on the floor, then onto the seat opposite mine. Then I felt the car tip sharply and I saw something green.

"I felt myself being thrown and I was lying on the grass. I got up and ran forward. I was afraid the train (listing at a 45-degree angle against a tree) would keep rolling and crush me underneath.

"All the windows were smashed. People were lying all over the place." .

Miss Karnupe spent five days in hospital recovering from minor injuries.

Allan Dobson, 18, of North Gower, and Peter Hopkins, 21, of 251 Fifth Ave., both students working at Rathwell's gravel pit a mile south of Leonard, said the Czopyk truck was noisy, possibly from a faulty muffler.

Truck owner Joe Ambrozias of Ramsayville said his vehicle was in good working condition. He said Czopyk had been driving the two-year-old truck for two consecutive summers.

He described Czopyk as "a very good driver" who never had an accident while in his employ.

Ontario Provincial Police Const. R. E. Collins of the Rockland detachment said the westward view from County Road No. 4 for drivers in the village is "almost entirely blocked" to within 50 feet of the edge of the track by buildings and hedges.

Const. Collins said he had been unable to find next-of-kin to notify of Czopyk's death.

The constable said the truck driver probably tried to turn his truck at the last minute to avoid the collision.

29/01/1965 *Ottawa Citizen**Montreal and Ottawa**Hull, Redempteur*

Truck slides, smacks train

Leo Servant, 39, of 107 Des Oliviers St., Hull, escaped injury this morning when his heavy truck slid on the icy St. Redempteur Street pavement and was sideswiped at a level crossing by the Vancouver-Montreal CPR train.

Police said the accident occurred at 10.15 a.m. while Servant approached the crossing from the south. He noticed the flashing lights and hit the brakes but the truck skidded into the train

15/03/1965 *Ottawa Citizen**Montreal and Ottawa*

Fall from track injures legs of Ottawa man

A 48-year-old Ottawa man, Daryl Clemow, who resides at the Ritz Hotel, injured both legs in a fall from a Hull railway trestle Sunday morning.

He was admitted to the Sacred Heart Hospital where his condition today was reported as satisfactory.

The man was dragged from the railway tracks by Const. Jean Trottier as a train approached. A passing motorist had spotted him lying there unconscious.

While Const. Trottier was signalling the train to stop, Clemow ran off down the tracks and eventually either fell or jumped off a trestle over Laurier Street

20/05/1965 *Ottawa Citizen**Montreal and Ottawa*

Hull girl, 9, hit by train

A young Hull girl who panicked upon hearing a train whistle and apparently froze in its path miraculously escaped with a minor concussion when she was struck and carried 30 feet by the locomotive.

Louise Gagnon, 9, daughter of Dr. and Mrs. Nicholas Gagnon of 34 Miller St, Hull, was reported in good condition at Sacred Heart Hospital early this morning.

She was hit by an Ottawa-Brockville train on the Tache Boulevard crossing near the Hull Armories around 4.45 p.m. Wednesday.

The accident was a harrowing experience for train engineer Verner Dier of 36 Armstrong St., Ottawa.

Third time

It's the third time he's been involved in an accident while engineering since last November. He was the engineer when a train crashed into a car on the Scott Street run killing a mother and her young son and again when a train hit a vacated car along the same stretch of track.

According to police Louise was standing on the track talking to a friend when the train blew its whistle. She started off the tracks one way and then reversed coming back into the path of the train.

Const. Jean Trottier of Hull police investigated.

09/09/1965 *Ottawa Citizen**Montreal and Ottawa*

CPR cuts train to Ottawa

Canadian Pacific Railway has merged two passenger trains in and out of Ottawa to free diesel units for moving grain trains from the west.

Train 4, a transcontinental which had run out of Ottawa at 6.15 a.m. has been merged with train 232 which leaves at 6.53 a.m., arriving in Montreal at 9 a.m.

Train 235, a conventional train which left Montreal at 4 p.m arriving here at 6.30, is now a rail diesel car, running on the same schedule.

18/08/1966 *Ottawa Citizen**Montreal and Ottawa*

Station move beats schedule for the CPR Montreal line.

Since the new Union Station is two miles closer to Montreal, CPR trains from there are arriving five to eight minutes ahead of current timetable schedules. Arrival times will be changed in the timetables when the railway returns to its winter schedule October 30th. Dayliners from Montreal, via the north shore, on the other hand, are travelling longer mileage via Ottawa West

Interprovincial to get 4 lanes

Major renovations to the Interprovincial Bridge will begin shortly, says Con. Ken Fogarty.

The bridge, formerly maintained by the railways, has now been taken over by the National Capital Commission. The old train tracks will be removed and the surface improved and paved to carry four lanes of auto traffic.

The bridge will tie in to the proposed East Canal Bank Parkway and provide another connection between Ottawa and Hull, as recommended in the Ottawa - Hull Area Transportation Study.

09/05/1967 *Ottawa Citizen**Montreal and Ottawa**Alfred*

Alfred crash kills 2

ALFRED (Special) A milkman and his helper were killed at a level crossing one mile .south of here early today when their truck was in collision with an east-bound CPR Expo special train.

Killed were driver Floyd Scott, 38, of Fournier, and his helper Raymond Omcr Lavigne, 23.

They were believed to have been working their route when the accident occurred at the county road crossing.

The box of the three-ton miik van was left at the point of impact.

The force of the collision tore the motor and cab of the truck from the frame and slammed it 75 feet down the track.

The train was delayed more than an hour by the accident, which occurred at 7.42 this morning. Hawkesbury detachment OPP are still investigating

31/10/1967 *Ottawa Journal**Montreal and Ottawa**Ottawa*

CPRTransfer Completed

Transfer of Canadian Pacific .services from Ottawa west yard to the new Walkley yard and the Ottawa Station Hurdman area merchandise section was completed with a final move Sunday.marking the final step in the NCCs railway relocation program.

The relocation was gradual, with yard and carload freight offices, rolling stock, active power, diesel and car shops, thousands of tons of related equipment and personnel being transferred, without any interruption in service over the past eight years.

The CPR Piggyback terminal was moved last year in the process to a site adjacent to the Walkley Merchandise Terminal. It has been in operation since the closing of old Union Station in summer of 1966.

02/11/1967 *Ottawa Journal**Montreal and Ottawa**Ottawa*

CPR PiggybackTerminal At Hurdman

Canadian Pacific's piggyback terminal, formerly located at Ottawa West, is now In operation at Hurdman, near Ottawa Station.

The piggyback installation was moved last weekend at the same time that the CPR's motive power, rolling stock and shop facilities wera transferred in two days to the Walkley yard from the Ottawa West yard which was closed as a major concluding step In the NCC's overall railway relocation program here.

15/02/1968 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

The dismantling of the railway bridges on the CNR [sic] line running north from the Interprovincial Bridge is expected to begin within a few days

09/12/1968 *Ottawa Citizen**Montreal and Ottawa*

National Capital Commission

Removal and disposal of concrete railway bridge abutments from Laurier Avenue to St. Etienne Street, Hull, Quebec.

Request for tenders.

20/12/1968 *Ottawa Citizen**Montreal and Ottawa**Anderson Road*

Train hits truck, man injured

A Hull man is in hospital after a mid-morning collision with a train threw him out of the truck he was driving for the National Capital Commission. Gerard Duguay, 43, of 138 St. Jacques St., was in satisfactory condition in St. Louis Marie de Montfort Hospital.

The truck was hit by a west-bound, six-car Canadian Pacific passenger train at the crossing over Anderson Road, half a mile south of the Cyrville Road.

Gloucester Police Department was investigating.

27/12/1969 *Ottawa Citizen**Montreal and Ottawa*

Woman killed as train hitss car

VANKLEEK HILL (Special) A 70-year-old Ottawa woman was killed at 12.45 p.m. Friday when a car driven by her brother was hit by an east-bound train at the McAlpine Road crossing two and one-half miles northwest of here.

Dorothy Little of 151 Carling Ave., was killed when she was thrown from the car and then pinned by it in the ditch beside the railway.

Her brother, Trafford Little, 74, and his wife Lillian, 71, of RR 2 Vankleek Hill, are in satisfactory condition in Smith Clime at Hawkesbury.

The car was hit by the train at the left rear door and flipped into the ditch,

The victim had been visiting with her brother for the holiday when the accident occurred.

Police said heavy blowing snow limited visibility.

21/01/1970 *Ottawa Journal**Montreal and Ottawa*

Two-Deck Rail Car Tested

One of CP Rail's nine new double-decker commuter cars came to Ottawa station on trial run today, with a regular Montreal-Ottawa train.

The stainless steel car, sporting a colorful red stripe its full 85-foot length, can carry approximately twice the number of persons as a regular coach. All nine cars, which cost \$2,800,000, are only slightly higher than ordinary -coaches. They will be used regularly on the Montreal-Rigaud run after the official inaugural trip in the spring.

It is estimated 10.000 to 15,000 weekday commuters travel into Montreal from about nine stops along the approximately 40-mile run.

To permit rapid loading and unloading, wide sliding doors provide access and exit on both sides of each car.

From the central vestibule, passengers can go left or right to areas of identical size. Each area accommodates 84 or 78 commuters.

Each section has a lower level of double seats, similar to a regular coach, and an upper level of single seats, reached by compact circular stairways, one on either side of the entrance. Twenty-two of the upper 36 seats face in ward, as in a subway car.

A passageway, protected by a railing, extends alongside the single seats on the upper bus-like gallery level. Ample stor ace space is provided. Cars have green seats, salmon- colored walls, fluorescent lighting and windows on both levels.

The cars have individual diesel-operated power plants to provide heating, air conditioning and lighting; they will be pulled and or pushed by locomotive.

30/01/1970 *Ottawa Journal**Montreal and Ottawa*

Your paper the other night on page 4 carried an article about a double-decker train arriving for testing. Was it at the station in Ottawa about a week before that?

Yes. A CP rail spokesman said the double-decker car has been at the station during test-run periods off and on during the last two weeks. All nine new double-deckers, which were built in Montreal, will be tested individually on regular Montreal Ottawa runs during the next 45 days, he said.

Train Hits Car, Two Suffer Cuts

ROCKLAND (Special) caped serious injury Tuesday cap serious injury Tuesday a car-train collision near Hammond, 25 miles east of Ottawa. Peter Ayotte, 23, . of Merivale Road, and a passenger in his car at the Brenda McKelvey, also 23, RR 2 Hammond, both escaped with only minor cuts bruises when their car struck and dragged more 40 feet down the tracks by CPR passenger train. Police said , Ayotte's car spun out of control at a crossing on Concession 10 near Hammond and skidded backwards into the path an eastbound Vancouver Montreal train.

The car, completely demolished in the accident, landed in a ditch on the north of the tracks.

Both occupants of the car suffered cuts to the face.

17/02/1971 *Ottawa Citizen**Montreal and Ottawa**Hull Beamer***FOR SALE**

The abandoned Hull Beamer station and adjacent shed on St. Redempteur Street in Hull. The buildings are to be removed and the site left in a neat and tidy condition. Please address tenders to:

MR. W. C. TRIPP

Division Engineer

Canadian Pacific

Railway Company

Smiths Falls

Ontario

on or before March 1, 1971 N206P

08/03/1971 *Ottawa Citizen**Montreal and Ottawa**McAlpine***Plow train drags Galt man to death**

VANKLEEK HILL (Special) A Galt supermarket employee, engaged to be married in July, died Saturday after the car he was driving was pushed a mile by a plow-train clearing snow from the Canadian Pacific Railway line at MacAlpine, three miles northwest of here.

Gilles Lalonde, 21, was visiting his parents, Mr., and Mrs. Wilfred Lalonde of Alfred for the weekend and was on his way to pick up his fiance in Hawkesbury when the accident occurred about 1.20 p.m.

The crossing where Mr. Lalonde's car was struck by the train has no warning flashers. Motorists are forced to nose their vehicles onto the tracks to check for trains as snowbanks at the crossing are eight to 10 feet high.

An Ottawa woman died after her car was struck by a train at the same crossing a year ago.

Train engineer Jacques Fortin told police he could only see waves of snow flared up from the plow. He said the train crew felt a dull thud and decided to stop a mile down the track to investigate.

Police said the train was travelling 40 m.p.h. at the time of the accident

Police coroner Dr. Royal Kirby, and the victim's father were carried by snowmobile to where the train stopped.

An inquest is pending.

From the Ottawa Journal same date

Train Kills Driver

VANKLEEK HILL (Special) Gilles Lalonde, 21, of McAlpir Road, Vankleek Hill, was killed instantly about 2.30 p.m. Saturday when a CPR railway snow-plow struck his stalled car on a crossing about three and half miles north of here on McAlpin Road.

The snowplow powered by a diesel locomotive, was proceeding east toward Montreal.

Weather conditions at the time were clear.

A woman driver was killed at the same crossing about a year ago.

The crossing is not marked by an automatic warning signal or wig-wag.

OPP Hawkesbury detachment personnel are investigating. Coroner Dr. Royal Kirby will decide if an inquest is to be held.

15/04/1971 *Ottawa Citizen**Montreal and Ottawa**Pendleton***Truck stalls on track, driver killed**

HAWKESBURY (Special) A Pendleton man was killed Wednesday when his pickup truck was struck by, a CPR train at a crossing two miles north of Pendleton.

Ludger Groulx, 38, was thrown into a ditch by the collision which occurred at 3.30 p.m. at County road 19.

Hawkesbury Provincial Police said the truck was stalled at the crossing. Train engineer Samuel Thompson of Ottawa saw the truck and attempted fo brake.

07/09/1971 *Ottawa Citizen**Montreal and Ottawa**Plantagenet***Area girl injured in fall from RR trestle**

PLANTAGENET - A 19 year-old girl is in satisfactory condition in Ottawa General Hospital after falling 27 feet from a railway trestle.

Lellionne Pilon, of Alfred. Ont., was crossing the CP Rail trestle over the South Nation River with two companions and their minibikes. Saturday when trapped by a Montreal-bound train.

Miss Pilon and Denis Sauve, 23, also of Alfred, could not get across the trestle. They tried to lean over a safety railing, but the train caught the motorbikes, throwing them off-balance and from the trestle.

Miss Pilon received six fractured ribs and internal injuries. Sauve, taken to the Smith Clinic here, is recovering from minor cuts and shock.

Marcel Gagne of Alfred managed to scramble clear of the trestle.

Ontario Provincial Police at Hawkesbury investigated the accident.

Father, son hurt as car hits train

A Navan man and his son were seriously injured Monday when their car collided with a train on Anderson Road about a mile south of Blackburn Hamlet.

Roger Meloche, 32, is in serious condition at Ottawa General Hospital with multiple injuries. His son, Francois, 10, is in fair condition with multiple injuries and facial fractures.

The Meloche station wagon was proceeding north on Anderson Road when it struck the first engine of a Montreal-bound Canadian Pacific passenger train at 6.30 p.m.,

None of the passengers in the six-car, two-diesel train was injured.

Damage to the lead diesel immobilized the train for more than an hour until another unit was brought in to replace it.

Gloucester police report it was raining at the time of the accident, but that visibility was good. The level crossing is marked by a sign, but there are no signal lights.

In the Ottawa Citizen 28 October

Navan man still on critical list after collision

A Navan man remains in critical condition in General Hospital today following a car-train crash on Anderson Road Monday night.

Roger Meloche, 32, and his son Francois, 10, were northbound when their car collided with an eastbound CPR train at the level crossing.

The boy is in satisfactory condition.

29/04/1972 *Ottawa Journal*

Montreal and Ottawa

Leonard

Extract from Senseless Sacrifice by Heward Grafftey

IT WAS A sunny day on Friday, Aug. 21, 1964, when I left my Ottawa apartment about 7 AM to board an east-bound Canadian Pacific train for Montreal. About the same time as the train pulled out of Ottawa's Union Station, Basil Czopyk was driving his truck, full of gravel, toward Leonard, Ont., a small village on the CP rail line between Ottawa and Montreal. Czopyk usually stopped for coffee at Leonard. From time to time he boasted how he raced and beat the early morning train over the rail intersection in the middle of this quiet hamlet. This particular Friday morning, he wasn't going to make it. My train picked up speed as it left the outskirts of Ottawa. Twenty minutes after departure we were hitting around 70 mph. I had taken a chair in the dining car to eat breakfast and read the newspaper. Then it happened.

The car began to pitch and lunge. People and furniture were thrown everywhere. Orange and yellow flames enveloped the windows. I was thrown the length of the car with other diners. Finally it came to a crashing halt at an acute angle. I scrambled out and jumped onto the gravel rail bed. It was hard, at first, to understand just what had happened. In front of me was the wreckage of a truck amid a pile of gravel. Czopyk had driven into the middle of the train. He was killed instantly. The engine and front cars continued on. The car he hit left the tracks and turned end over end before falling on its side in a nearby field. Those in the dining car, including myself, and in another car at the rear of the train were fortunate. Automatic brakes went on and while many were shaken up as these two cars ripped up 100 yards of track, many injuries were prevented and lives saved. But the car that was hit lay on its side near an old farm shed. I could hear screams and moans.

Sliding down the embankment to the scene, I could see what had happened. As the car spun in mid-air, many people were tossed through broken windows, then the car rolled over and crushed them. It was difficult to tell who was dead and who was injured. A stunned trainman attempted to set up communications with some equipment which he attached to the tracks. I ran to a nearby farmhouse and on an old crank phone told the operator of the accident, asking for ambulances. Forty minutes later, a country doctor arrived. Helicopters from the news media hovered over the scene. Finally, more than one hour after the accident, one privately owned ambulance appeared.

I don't know when the last victim was removed, but many seriously injured passengers still lay in the field more than two hours after the crash. And we were not in some isolated wilderness, but only 20 minutes from our nation's capital. The final toll: eight dead and more than 20 seriously injured.

09/10/1973 *Ottawa Journal*

Montreal and Ottawa

Navan

Mrs. Diane McWilliams, 23, of Navan, and her 18-year-old sister, Dale Rivington of Kingston were instantly killed Saturday just southeast of Navan when their car was struck by a CPR passenger train and dragged three-quarters of a mile down the track.

10/11/1976 *Ottawa Journal*

Montreal and Ottawa

St. Eugene

Train-car crash kills 2

HAWKESBURY (Special) A coroner's inquest is to be held into the deaths of two persons killed when their car was hit by a train Tuesday at St. Eugene. Richard Proulx, 19; driver of the car, and his sister Murielle Mayer, 25, died when their car was struck by a CP Rail passenger train on County Road 14. The car was dragged more than half a mile before the train was able to stop.

10/11/1976 *Ottawa Citizen*

Montreal and Ottawa

St. Eugene

HAWKESBURY Two St-Eugene residents died in the wreckage of this car when it collided with a Canadian Pacific Rail train at a crossing on a County Road, one-half mile north of St-Eugene. Richard Proulx, 19, driver of the car, and his sister Mrs. Murielle Mayer, 25, were killed when the south bound automobile collided with the westbound train about 12:30 p.m. Tuesday. St-Eugene is about 14 miles north of Hawkesbury.

01/02/1977 *UCRS*

Montreal and Ottawa

This is in the Upper Canada Railway Society's magazine called 'Rail and Transit', the January-February 1977 issue, on page 13, and it was entitled: '10 years ago'.

CN's "WRONG WAY CORRIGAN" TRIES OUT CPR

Faces were red in Ottawa on February 5th, 1967, when CN's Montreal-Ottawa Sunday-only train #133 found itself on CP tracks heading away from the capital. As No. 133 approached Ottawa, it swung into a wye connecting CN's Alexandria Sub with CP's M&O Sub., preparatory to backing into the new terminal; the train would thus be headed correctly for the return move to Montreal that afternoon.

However, the spare engineer, reportedly confused by this procedure (it must be remembered that many alterations have taken place in Ottawa terminal trackage over the past year), failed to stop for the reverse move and carried on over the CP line. CP's dispatcher had the errant train stopped at Navan, ten miles east of Ottawa. There were no CP trains running on the M&O Sub. at the time. The incident is under investigation.

B.C. bicentennial train Royal Hudson puffs into Ottawa

The Royal Hudson, North America's largest steam locomotive still in passenger service, steamed into Ottawa's Alta Vista train station at 9 p.m. Tuesday.

Despite being 29 hours overdue, the train was met by a crowd of about 75 railway buffs. Part of the delay was caused when water needed for the steam boiler became frozen.

The Royal Hudson eased out of Vancouver March 30 on a scheduled 38-day tour to 16 Canadian and United States cities to promote Canadian unity, British Columbia tourism and the province's Capt. Cook Bicentennial celebrations.

Earlier Tuesday the explorer's modern-day stand-in, Kelvin Andrews, visited the Commons wearing a blue and gold period uniform. He stood in the public gallery to acknowledge cheers and desk-thumping by MPs from all parties.

Liberal MP Siftans Holt (Vancouver-Kingsway) called on MPs to share British Columbia's celebration of its bicentenary. Captain Cook landed in Friendly Cove, B.C. 200 years ago.

A two-day stopover had been planned for Ottawa, the first stop on the tour, but because the tour is behind schedule the exhibits were to be open to the public only until 7 p.m. tonight. The train then heads for Montreal.

The train consists of five cars, four containing exhibits to demonstrate the west coast's lifestyle and commerce, and the fifth illustrating Cook's career.

Hudsons were mainline locomotives in Canada and the United States during the days of steam. They acquired the added title "royal" when they were used on the train that took King George VI and Queen Elizabeth on their 1939 Canadian tour.

The visiting engine, a sister of the royal train locomotive, is owned by the British Columbia government and is used for a local excursion service. Because the locomotive is at least 40 years old, it had to be rebuilt from hand-machined parts, which created problems on its current trip. A main bearing burned out at Kamloops and the train was stalled while a new one was made.

The engine also must rely on make-shift arrangements for water, as the water towers that once stood along the tracks disappeared with the arrival of diesel engines. The train was delayed in Moose Jaw when the planned water source was frozen.

28/01/1980 *Ottawa Journal**Montreal and Ottawa**Plantagenet*

Car, train collide

A Plantagenet man escaped serious injury after his car was demolished in a collision with a VIA Rail passenger train Saturday afternoon. Andre Laframboise, 18, was driving his car southbound on County Road 9 when it collided with the westbound train at 12:15 p.m. at a crossing just south of Plantagenet. He was taken to the Ottawa General Hospital with minor head injuries and is listed in good condition. La-framboise was the sole occupant of the car. A spokesman for the Rockland OPP said the train sustained about \$5,000 damage in the accident.

28/07/1983 *Ottawa Citizen**Montreal and Ottawa**Bourget*

Truck crashes into train

BOURGET A 20-year-old man narrowly escaped serious injury here Wednesday when the truck he was driving collided with a moving train.

Luc Guindon, of nearby Hammond, Ont., was hurled about 15 metres through the open window of his truck after it struck a 12-car freight train crossing Champlain Street North.

He landed near a telephone pole in a patch of knee-high grass that apparently cushioned his fall.

Guindon is in good condition at the Ottawa General Hospital where he was treated for a broken rib and minor bruises.

Gerald Cousineau, of Champlain Street, said he was washing the windows of his house near the railroad crossing when the accident occurred at 2:47 p.m.

"I could see the lights were flashing and bells were ringing at the crossing. When I heard the train whistle and the sound of the truck, I knew he wasn't going to stop in time."

Cousineau glanced toward the level crossing just as the northbound truck struck the front corner of the locomotive.

"He didn't even make an effort to brake," said Cousineau.

Guindon was delivering lumber in a truck owned by J. Lalonde Construction Ltd. of Hammond.

The truck was dragged about 20 metres along the track, spilling lumber from its lorry along the way.

Cousineau rushed inside his house to call the police and then ran to Guindon's aid.

"He was a little hazy when I got to him. There was a pain in his chest and some blood on his forehead, but he seemed alright. He was really lucky."

The Canadian Pacific train was en route from Vankleek Hill to Ottawa, and was travelling at about 60 kilometres an hour, said a CP spokesman.

He said warning lights and bells at the level crossing were working at the time of the accident.

04/02/1986 *Ottawa Citizen**Montreal and Ottawa**Ottawa, Chateau Laurier*

In an official statement on February 3rd, Marcel Masse, Minister of Communications, has announced that \$2.5 million will be expended on converting the abandoned railway tunnel adjacent to Ottawa's Chateau Laurier Hotel into a facility for the Canadian Museum of Contemporary Photography. Aside from renovations to the tunnel itself, the project will also involve the construction of a concrete and crystal entrance that will provide access from Rideau Street to the tunnel area beneath. The roof of the tunnel will continue to serve as the access road to the Chateau Laurier parking garage.

For those readers unfamiliar with Ottawa's rail scene, the tunnel provided access to Ottawa Union Station (located across the street from the Chateau Laurier) for Canadian Pacific trains arriving in Ottawa via the Alexandra (Inter-provincial) Bridge from various points in the Province of Quebec. Sharing the facility for many years as well, were the street cars of the Hull Electric Company whose double-tracked line paralleled both sides of the CPR across the bridge and into the tunnel until March 1946. It is also worthwhile to note that the Hull cars were turned on a loop located in the tunnel which also crossed the CP line. The structure was abandoned for railway purposes following the closing of the former Ottawa Union Station (now the National Conference Centre) in favour of the current suburban facility in Alta Vista during the summer of 1966. (From Branchline 3 1986)

Photo shows CP Rail 1832

Train-truck crash kills Vanier man, injures another

Slippery road conditions are being blamed for Saturday's fatal collision between a freight train and a pick-up truck near Navan, just east of Ottawa. Jean-Yves Beaudin, 19, of Lal-lemand Street in Vanier, died within minutes of the crash. He was driving the pick-up truck when it was hit by a three-car Canadian Pacific train.

Passenger Gerald Godard, 18, of Montfort Street, also in Vanier, walked away with minor injuries and was released from Ottawa General Hospital this morning.

The two men, in a pick-up truck carrying auto parts, were headed towards Vars on icy Eighth Concession Road.

Godard jumped from the truck just prior to the collision, which pushed the truck about 300 metres past the crossing.

"We didn't hear the train at all," said Godard. "When we saw it, he (Beaudin) slammed on the brakes, but there was too much ice so I decided to jump."

He was thrown clear of the train after he bumped his knee on the locomotive and later underwent surgery to correct torn ligaments in his knee.

Their truck and the train collided on a rarely-used secondary rail line near the Centaur Riding Stables. The crossing was marked with road signs only.

According to a resident of the area, the track hadn't been used for months. Police are blaming the accident on slippery roads and say no charges will be laid.

Canadian Transport Commission spokesman Peter Schnobb says commission officials will be reviewing police and railway officials' reports of the accident as part of their own investigation.

Railway officials say the locomotive was travelling between 48 and 56 kilometres an hour at the time of the crash. The track speed where the accident occurred is 64 kmh.

Beaudin's father, Roland, 63, said his son and Godard were rounding up car parts for an old car his son wanted to fix.

Godard said he barely knew Beaudin, who had contacted him through a mutual friend to help re-build the car.

Beaudin attended Andre Laurendeau High School in Vanier.

Godard, who works for a local plumbing firm and fixes cars as a hobby, said Beaudin had offered him \$100 for the job.

Beaudin is survived by his father, mother Colombe, 61, eight brothers and six sisters. "We are a big family and he was the last one at home" his father said.

CP police investigator T.R. Veary said the train was heading towards Plantagenet,

Veary said the secondary line is being considered by the railway for abandonment.

John Guertin, 53, was upstairs in his house nearby when he heard the crash.

He called police and an ambulance and then went to investigate the train and truck.

The road was slippery Saturday morning Guertin said, adding the first car to arrive at the scene, a Cumberland fire department cruiser, slid into a ditch.

The truck was a total loss,

07/07/2000 *Ottawa Citizen**Montreal and Ottawa**Plantagenet*

Girl, 16, falls from bridge

A 16-year-old girl was transported by helicopter to the Ottawa Hospital's Civic site yesterday, after falling about two storeys from an old train bridge into the shallow water and rocks of the Nation River in Plantagenet. The girl whose name was not released was going fishing with a friend and the friend's boyfriend. After she fell from the bridge, the man attempted to rescue her. The other girl ran to a nearby business to call 911.

Rescue workers arrived within minutes.

07/09/2016 *Eastern Ontario Review**Montreal and Ottawa*

VIA Rail ownership of land puts recreational trail at risk, says Warden

One of the issues, they says, is that VIA Rail owns the land the trail is on. Quote via can give us a 20-year lease, quote he said, quote but there's a condition in there that if tomorrow morning they need it, we're out. Unquote he said that makes it difficult to justify spending money Paving the trail on making other improvements. Quote are you going to gamble all this money unquote he said.

18/03/2019 *Le Droit**Montreal and Ottawa**Interprovincial Bridge*

EXCLUSIVE - The Alexandra Bridge, a venerable infrastructure that has been part of the national capital landscape for 118 years, is on its last mile. Its owner, the federal government, made the decision to demolish it as quickly as five to ten years from now, and build a new one in exactly the same place.

According to the information collected by the Right to several sources familiar with the matter, this project will deprive the population of a nerve and central interprovincial link for at least three years. While the debate over the need for a sixth bridge periodically resurfaces in the region, it is rather with a bridge less that motorists will have to combine in the years to come. About 9% of daily interprovincial automobile movements are by the Alexandra Bridge. Its pedestrian crossing is also essential for tourism because it allows to easily connect Parliament to the most visited cultural institution in the country, the Canadian Museum of History.

For the moment, the official voices are content to affirm that the Alexandra bridge will have to be replaced. Michael Mills, Assistant Deputy Minister at Public Services and Procurement Canada (PSPC), pointed out two weeks ago when his department announced major maintenance work on its bridges, including the Alexandra Bridge bridges, will extend over more than a year from this summer. "We are considering the replacement of the Alexandra bridge and the day to do so is more and more predictable, it is in a medium-term horizon, within the next decade," for its part confirmed at Law the secretary Parliamentary Secretary to the Minister of Public Services and Procurement Canada, and Member of Parliament for Gatineau, Steven MacKinnon.

In fact, the reflection on the Alexandra Bridge would be much more advanced than what the federal government is currently suggesting. In addition to being located at the foot of Parliament Hill and right next to the Rideau Canal locks, protected by UNESCO, the infrastructure enjoys heritage protection. The NCC, which has a say in the development of the capital, will certainly want this aspect to be taken into consideration when defining the design of the future bridge. The possibility of rebuilding a bridge identical to that erected in 1901 is, according to our information, one of the options currently analyzed.

The inevitable replacement of the Alexandra Bridge has been in the federal government for several years. However, it is its intended use by the mayor of Gatineau, Maxime Pedneaud-Jobin, for his light rail project, which would have brought this folder over the pile last spring. The latter would have surprised many people in the federal apparatus by announcing that he intended to cross his train on an infrastructure for which he has no jurisdiction.

The Alexandra Bridge issue would force the federal government to review its entire strategy for managing interprovincial links between Gatineau and Ottawa. According to our information, Ottawa is working on a global plan that would obviously include the implementation of a definitive plan for the replacement of the Alexandra Bridge, but would also be prepared to fundamentally review the governance of these assets. In this context, the construction of a bridge in the east could make a return to the federal government's considerations.

Une nouvelle vie pour la gare du Bourget

Construite en 1893 et désaffectée dans les années 1970, la gare de Bourget est un lieu historique laissé à l'abandon depuis plus d'une décennie, mais la Corporation du sentier récréatif Prescott-Russell (CSRPR), la Ville et les propriétaires de Hammond Hill et de la Broken Stick Brewery cherchent à donner une nouvelle vie à ce bâtiment patrimonial local.

Lors de la réunion du conseil municipal du mercredi 8 mars, Aaron Markel, propriétaire d'Aim Project Management et de Hammond Hill eco resort, a proposé un projet de 1,5 million de dollars pour restaurer la station et créer un bâtiment multifonctionnel qui comprendrait un restaurant et un café, une micro-brasserie, un atelier de réparation de bicyclettes et offrirait des espaces communautaires et des programmes, tout en conservant le design d'origine intact.

« Je ne pense pas qu'il y ait quelque chose de plus intéressant que de redonner vie à quelque chose, a dit M. Markel. « Il n'y a pas de désignation patrimoniale, mais notre intention est de la reconstruire comme si elle l'avait été. L'ensemble de la façade doit donner l'impression d'être à bord d'un train d'il y a 100 ans. »

Markel, dont l'entreprise a participé à la restauration d'autres bâtiments patrimoniaux, se concentre sur la création de constructions respectueuses de l'environnement. Il a déclaré que le maintien de l'histoire et de la culture de la gare est d'une importance capitale tout en offrant un espace qui rassemble la communauté. Le fait de voir la gare dans son état actuel l'a attristé et l'a incité à agir.

« Il y a toutes ces nouvelles constructions et ces maisons plus anciennes, et puis il y a ce qui devrait être un point de repère planté au milieu. Et c'est en train de se décomposer. Littéralement en train de pourrir sous les yeux de tout le monde », a commenté M. Markel.

Il a également déclaré que l'accueil réservé par la communauté depuis que le projet a été proposé a été remarquable. Même s'il pensait qu'il s'agissait d'un projet important, il ne savait pas à quel point il serait bien accueilli par la communauté dans son ensemble.

« De nombreuses personnes m'ont contacté pour me dire que c'était génial et pour me remercier, a dit M. Markel. C'est une grande fierté pour nous. »

Les conseillers ont voté à l'unanimité en faveur du projet et l'ont soutenu avec enthousiasme, indiquant que le projet de restauration s'inscrivait parfaitement dans le plan stratégique et la stratégie de développement économique de la ville, qui visent à améliorer l'économie locale dans les zones rurales et à créer des espaces communautaires dynamiques. L'administration de la ville est maintenant chargée de négocier le contrat de vente.

« Je pense que cela attirera les gens dans le village et leur permettra de profiter de tout ce que nous avons à offrir, a dit Diane Choinière, conseillère municipale de Bourget. Cela montrera aux résidents que l'accent n'est pas mis uniquement sur Rockland. Cela montre que nous sommes prêts à établir des partenariats avec des entreprises et des organisations locales pour réaliser des projets comme celui-ci. »

Prochaines étapes

Un accord de vente comprendrait le transfert de la propriété du bâtiment à la CSRPR pour un prix symbolique (la famille Robillard a donné la station à la ville en 2013) et le transfert de 450 000 dollars de frais de développement, collectés auprès des constructeurs au fil des ans et mis de côté pour la gare.

La gare rénovée constituerait un autre arrêt attrayant le long du sentier CSRPR, qui attire chaque année des centaines de milliers de marcheurs, de cyclistes et de motoneigistes. Actuellement, le sentier de 72 kilomètres, qui s'étend de la frontière du Québec jusqu'à Orléans, a plusieurs destinations le long de son parcours, dont aucune ne se trouve actuellement dans Clarence-Rockland, à l'exception du Camping Paradis à Bourget, qui est listé comme hébergement potentiel à proximité du sentier.

Dans sa présentation au conseil, M. Markel a indiqué que la construction prendrait jusqu'à deux ans, mais il a précisé qu'il préférerait « moins promettre et plus livrer. »

Au fur et à mesure de l'avancement du projet, la Ville organisera des réunions publiques afin de tenir les habitants informés et recueillir leurs suggestions et commentaires sur la nouvelle vie de la gare.

Translation

A new life for Le Bourget station

Built in 1893 and decommissioned in the 1970s, Bourget Station has been an abandoned historic site for over a decade, but the Prescott-Russell Recreation Trail Corporation (PRSRC), the City and the owners of Hammond Hill and the Broken Stick Brewery are looking to breathe new life into this local heritage building.

At the Wednesday, March 8 City Council meeting, Aaron Markel, owner of Aim Project Management and Hammond Hill eco resort, proposed a \$1.5 million project to restore the resort and create a multi-purpose building that would include a restaurant and café, microbrewery, bicycle repair shop, and offer community spaces and programs, while keeping the original design intact.

"I don't think there's anything more interesting than bringing something back to life," Marcel said. There is no heritage designation, but our intention is to rebuild it as if it had been. The entire façade must give the impression of being on board a train from 100 years ago. »

Markel, whose company has been involved in the restoration of other heritage buildings, focuses on creating environmentally friendly constructions. He said maintaining the station's history and culture is of paramount importance while providing a space that brings the community together. Seeing the station in its current state saddened him and prompted him to take action.

"There are all these new builds and older houses, and then there's what should be a landmark planted in the middle. And it's breaking down. Literally rotting in front of everyone's eyes," Markel said.

He also said the community has received a remarkable response since the project was proposed. Even though he thought it was an important project, he didn't know how well it would be received by the community as a whole.

"A lot of people contacted me to say it was great and to thank me," Marcel said. This is a source of great pride for us. »

Councillors voted unanimously in favour of the project and enthusiastically supported it, stating that the restoration project fits perfectly with the city's strategic plan and economic development strategy, which aims to improve the local economy in rural areas and create vibrant community spaces. The city administration is now responsible for negotiating the sales contract.

"I think it will attract people to the village and allow them to enjoy all that we have to offer," said Diane Choinière, Bourget City Councillor. This will show residents that the focus is not just on Rockland. It shows that we are willing to partner with local businesses and organizations to deliver projects like this. »

Timeline

A sale agreement would include transferring ownership of the building to the CSRPR for a nominal price (the Robillard family donated the station to the city in 2013) and transferring \$450,000 in development costs, collected from builders over the years and set aside for the station.

The renovated station would be another attractive stop along the CSRPR Trail, which attracts hundreds of thousands of walkers, cyclists and snowmobilers each year. Currently, the 72-kilometre trail, which stretches from the Quebec border to Orleans, has several destinations along its route, none of which are currently in Clarence-Rockland, with the exception of Camping Paradis in Bourget, which is listed as potential accommodation near the trail.

In his presentation to council, Markel said construction would take up to two years, but said he prefers "less promise and more deliver."

As the project progresses, the City will hold public meetings to keep residents informed and gather their suggestions and comments on the station's new life.

Padolsky: Why Ottawa's former CPR rail bridge should get a heritage label

This crossing, now used by pedestrians and cyclists, has clear historic value. But the city has allowed it to deteriorate, an obvious example of 'demolition by neglect.'

On April 26, Ottawa Council voted to overturn a recommendation by its built heritage committee to apply a heritage designation to one of the city's few surviving 19th-century railway landmarks: the CPR Railway bridge over the Rideau River in the "Hurdman" precinct. This act puts the city "on track" to demolish this historic structure and build a new bridge as recommended by its infrastructure and water services department.

The CPR (M&O Railway) bridge was constructed in 1898 as part of a high-speed passenger rail link from Montreal, New York and Washington to the heart of Canada's new capital. In 1966, the bridge was relieved of its railway function when the federal government, following the NCC's Greber Plan (1950), removed the railway network from the capital's core area. Happily, the CPR bridge was given a new vocation in 1999. With a few minor repairs and modifications, it was repurposed by the City of Ottawa to become a valuable pedestrian and cycling bridge, linking downtown communities on each side of the Rideau River.

So why must the CPR Bridge be demolished and replaced?

First, a note about the CPR bridge's heritage values. The City of Ottawa Heritage Valuation Report (2023) has confirmed that the CPR bridge qualifies for designation under Part IV of the Ontario Heritage Act. It is recognized as an early example of a "through plate girder bridge" and "one of the last remnants of the historical rail infrastructure leading to the core of the city." The city's report affirms that the bridge has cultural heritage value "for its design, associative and contextual value."

The CPR bridge is also a landmark with historic values. It was built by the Dominion Bridge Company using steel fabricated by the famed Carnegie Steel Company led by Andrew Carnegie, the Scottish-American billionaire-industrialist- philanthropist. Carnegie's proud "signature" on the CPR rail bridge can be discovered on the top flange of the northeast girder abutting the easterly bank of the Rideau River. Carnegie played an important role in Ottawa's cultural history by donating the funds to build the Ottawa Central Library (1905), demolished by City of Ottawa in 1971, and the surviving Rosemount Branch Library (1918). These were among the 1800 "Carnegie" libraries built in the United States and Canada.

Plate-girder bridges were first developed in Britain in the 1850s and proved to be a creative design option in the 19th and early 20th-century worldwide where multiple-pier bridges to span river crossings were optimal. "Through plate girder bridges," similar to the CPR bridge, have been granted historical designations and preserved in Europe, the U.S. and Canada. So why must Ottawa's CPR bridge be demolished and replaced?

Because the City of Ottawa infrastructure and water services department (responsible for the stewardship of Ottawa's bridges) has reported that the CPR bridge is severely deteriorated and in "poor" condition. According to a detailed condition assessment and renewal options study (2018), the cost of rehabilitating the bridge (\$11.84 million) would exceed the cost of a new bridge (\$9.86 million). The department's conclusion, indifferent to heritage considerations, is to replace the bridge.

But how did this severe deterioration come about? A close review of the 2018 detailed engineering report is revealing. It appears that from the date that the city acquired the CPR bridge (1996) to the date when the condition assessment was undertaken (2017), the city undertook no serious program of repairs and preventative maintenance that could have stopped the bridge from deteriorating to its sad state in 2017. The report also discovered that the last time the steel bridge was coated (painted) was in 1969, - long exceeding its expected service life. This evidence, translated into the city's heritage policy's language, can be genuinely called "demolition by neglect."

The city's built heritage committee's April 11, 2023 recommendation that council grant heritage designation to the CPR bridge - as a step towards ensuring its rehabilitation and long-term preservation - was supported by Heritage Ottawa, local citizens, local community associations, the Ottawa Railway Historic Circle and significantly, two former senior City of Ottawa bridge engineers who devoted their careers to caring for Ottawa's bridge infrastructure.

I appeal to Mayor Mark Sutcliffe and Ottawa Council to direct the city manager and staff to report back with a rehabilitation and long-term maintenance strategy that would ensure that the robust, historic and still useful CPR rail bridge over the Rideau River - now a 125-year-old Ottawa landmark - will be conserved for another 125 years, and a joy of future generations.