

Local Railway Items from Area Papers - Belleville subdivision

18/11/1881 Ottawa Free Press Belleville Perth

Referring to the expressions of certain journals concerning the workshops being erected at Perth, the Expositor says:

We only claim the freight and ballast are works of the Canada Pacific and divisional repair shops of the Ontario & Quebec, possibly their car shops also--The reality of the shops claimed by us here lies in the fact that they are partly built already and on the pledged word of the Syndicate, on condition that Perth grant the bonus arranged for, namely twenty acres of land for the site. A siding has been built from the main line into the midst of the building site and in a day or so the heavy timber for the sleepers etc. will be on the ground. Then a large force of carpenters will appear to raise the structure above terra firma. A well or reservoir to feed the boiler has been dug and a force of men are now engaged in digging a canal from this to the river, about one hundred yards away. This shows the progress so far and we think it wholly satisfactory. Mr. Little is the general manager of the car shop construction and Mr. Ames is overseer of the men employed thereon.

27/01/1882 Renfrew Mercury Belleville Perth

The lumber for the shops is now arriving daily, and progress is being made with the works. One building will be over 400 feet in length, with four tracks running into it. - Perth Expositor.

Messrs. Graham Bayer & Co., of the Carleton Place machine works have been awarded the contract for the engine for the carshops at Perth. The engine will be about 140 horse power and will cost about \$1,500. The boiler will be provided by the company themselves. - Perth Courier.

24/02/1882 Renfrew Mercury Belleville Perth

The car shops are progressing rapidly, but the workmen are delayed by the non-arrival of the heavy timbers for some of the large buildings. Perth Expositor.

10/03/1882 Renfrew Mercury Belleville Perth

The second large building for the car shops is now about up, and presents from its great length, an imposing appearance. - Perth Courier.

17/03/1882 Renfrew Mercury Belleville Perth

The first work to be turned out at the car shops will be 27 passenger cars, which are badly needed at present. The capacity of the works here will be about 9 box cars per week. - Perth Expositor.

21/04/1882 Renfrew Mercury Belleville Perth

The Courier says orders have been received this week to extend the length of the principle building of the car shops at Perth one hundred feet. This makes the building alone three hundred and forty feet long. Two more railway sidings are now under construction and three or four others are to be made, including one that will run all around the grounds. The premises will then be pretty well honey combed with tracks. We are told the work of making cars will commence inside of two weeks. Car loads of machinery are arriving every day. These machines include hydraulic presses, trip hammers, bolt machines, pulleys, shafting &c. The machinery used in the carshops formerly connected with the Central Prison, Toronto, has been purchased and is arriving daily. It is about as good as new.

09/06/1882 Renfrew Mercury Belleville Perth

The Courier says Between ? And seventy men are now employed in the construction of the Canada Pacific car shops at Perth. Rapid progress is being made and new machinery is arriving (?constantly).

26/06/1882 Ottawa Citizen Belleville Perth

The new railway buildings at Perth are protected from fire as perfectly as the best of apparatus can do it. There are double hydrants at the ends of each building and others within. A few days ago a test was made before the town council and others by Mr. Buchanan of Montreal, four powerful streams being in action. The motive power for the car shops in Perth is now supplied by the regular engine which has been put in its place. Materials and machinery arrive daily, and in fact the shops look like a hive of industry although no cars are manufactured yet.

30/06/1882 Renfrew Mercury Belleville Perth

The Perth Courier says - the motive power for the car-shops is now supplied by the regular engine, which is now in its place. The flywheel and main pulley connected with it weight over six tons. A vast number of car wheels have arrived, and additional machinery for the works has also been received. In fact machinery and material are reaching almost daily. The dry-kiln is almost finished and will be the most conspicuous object about the buildings on account of the wide steam chimney for carrying off the exhaust steam, sixty-five feet high. This chimney will be the full width of the building at the beginning, and narrows by steps to half that at the top. The shops now look like a hive of industry, though no cars are manufactured yet.

03/08/1882 Ottawa Free Press Belleville Perth

On Monday last "Capt" Finnessy took a gang of forty two men to work on Mr. Beemer's railway contract at Perth and today took out another gang of forty-three.

09/08/1882 Ottawa Citizen Belleville Perth

Work on the Ontario and Quebec Railway is being rapidly prosecuted. On the Perth section two hundred man are at work. A batch of immigrants also arrived last week. Rock men get \$1.50 per day and shovellers get \$1.40.

18/08/1882 Renfrew Mercury Belleville Perth

The Courier says - About nine o'clock on Saturday night another alarm of fire was sounded, and this time the danger proved to be at the car shops, to which speedily rushed half the town, and the two hand engines. The works have their own appliances for putting out fires, consisting of a pump connected with the engine, numerous hydrants and plenty of hose; and in a short time the spot was fairly deluged with water and the fire extinguished. The blaze was at the far end of the long building, and made no headway before it was flooded out. Some supposed the fire was caused by the spontaneous combustion of some cotton waste and oil at that end of the building, but the manager says there is no oil on the waste, and this could not have been the cause. Suspicions in another direction are entertained.

21/08/1882 Ottawa Citizen Belleville Perth

The Pembroke Observer says:- in about ten days the work of grading on both the Ontario and Quebec and Midland Railways will be completed for about thirteen miles west of Perth with the exception of the road crossings, culverts and bridges over the creek at Mr. Rathwell's farm, about a mile from the town. On the next ten miles a good deal of work has been done but the country is much more difficult. The Ontario and Quebec company have not fully settled the crossing at Sharbot Lake. The present survey crosses on five islands by a fill which in one place will be in water fifty-five feet in depth. the Kingston and Pembroke crossing which is of the same nature could be used, but at a heavy rental. All the contractors on the O&QRR between Sharbot Lake and Toronto are bound to complete the grading by the 1st of August 1883, and it is contemplated to have through trains running from Toronto to Ottawa running on the 1st of January 1884.

25/08/1882 Renfrew Mercury Belleville Perth

It is thought a large engine, one or two large boilers that were first intended, and other large buildings will soon be required to work the carshops at Perth to the required capacity. Possibly more land may be required for a time. Courier.

23/09/1882 Ottawa Free Press Belleville Perth

The first hundred flat cars have been turned out in the C.P.R. car shops at Perth, and now work has begun on a number of cattle cars and vans.

20/11/1882 Ottawa Citizen Belleville Perth

The railroads are progressing very favourably west of this place. The bridge across the Fall River is under construction and will be built of cut stone laid in cement. A large number of men are at work between here and Sharbot Lake in the rock cuts, and although the country is rough and it is difficult to construct a road, yet the work is going on, and will be completed sooner than anticipated by many.

02/02/1883 Renfrew Mercury Belleville Perth

Two hundred employees of the Perth car shops recently struck work and went to their homes. Reasons, want of punctuality in payment of their wages.

09/02/1883 Renfrew Mercury Belleville Perth

The strike among the employees of the Perth car shops has come to an end.

13/04/1883 Renfrew Mercury Belleville Perth

It is reported that extensive additions to the Perth car shops are contemplated, and that accommodation for from 100 to 150 more men will be provided. A large quantity of lumber in the shape of logs has been purchased for the works during the winter, the farmers finding that their timber pays much better as lumber than in cordwood.

20/04/1883 Renfrew Mercury Belleville Perth

The Perth Courier says that Mr. Little, foreman at the carshops has prepared plans for a new sleeping car for use on the Nipissing Extension of the C.P.R., on Mr. Worthington's contract. It is about sixty-five feet long, vying in that respect with the longest Pullmans. An eating and kitchen car are also being made for the Extension.

27/04/1883 Renfrew Mercury Belleville Perth

Mr. Angus Campbell has charge of railway construction on the Ontario & Quebec Railway from Perth towards Sharbot Lake, and Mr. Barclay has charge from Sharbot Lake towards Perth. Building the fences will be the first thing undertaken, then track laying and ballasting. The line is expected to be opened to the K. & P.R. junction by the end of June. It is the intention of the company to build a fine new station in Perth.

11/05/1883 Ottawa Free Press Belleville Perth

The progress made by these works within the past twelve months have been very great. Two hundred and forty hands now find employment in them. Fifteen freight cars are turned out per week, besides others of a more refined and intricate nature

18/05/1883 Renfrew Mercury Belleville Perth

The capacity of the Perth carshops with the present complement of hands, 250, is about five flat cars per day. The company are building just now a workman's train for Mr. Worthington, of the Nipissing Extension. This comprises a store car, sleeping cars, kitchen and dining cars. These were designed by Mr. George Little, manager and are capable of adaptation for the purpose required.

01/06/1883 Ottawa Free Press Belleville Perth

On Thursday last tracklaying was commenced at the Perth station, and at noon on Monday the creek at Wrathall's, about two miles out, was reached. The iron bridge will probably be completed today, when tracklaying will be resumed and the first engine will enter Bathurst. Three flat cars are being fitted up as boarding and dining cars for the tracklayers. The distance from Perth to Sharbot Lake will be about twenty-eight miles by rail and the track will be finished to the K. & P. by about the first of July. Ballast will be brought from the Sharbot Lake end of the line. -- Perth Courier.

12/07/1883 Kingston Daily British Whi Belleville

General Items

Fifty Italian labourers were sent by Messrs. Scobell & Co. to Kingston yesterday for work on the Ontario & Quebec RR. north of this. Large numbers are being sent to intermediate points along the line. The work of construction is reported as being pushed forward rapidly.

12/07/1883 Kingston Daily British Whi Belleville Sharbot Lake

The Ontario and Quebec Railway has secured a large field of fine gravel at Sharbot Lake, also a sand and gravel pit in Sherbrooke, into which a sifting has been built.

27/07/1883 Renfrew Mercury Belleville Perth

The C.P.R. Company are about to build a number of tenement homes for their car shop employees at Perth. At present they will erect twelve double houses, frame, and of a neat style of architecture.

Perth folks intend to celebrate the opening of the Ontario & Quebec Railway between their town and the K. & P.R. at Sharbot Lake. The rails are expected to be laid by August 1st. Over 600 men are at work on the line.

10/08/1883 Renfrew Mercury Belleville Perth

Perth Town Council has given a grant of \$250 to aid the celebration of the opening of the Ontario & Quebec Railway into Perth.

24/08/1883 Renfrew Mercury Belleville

The Perth Courier gives the following railway items:- The track between Perth and Smith's Falls is soon to be levelled and readjusted and laid with steel rails preparatory to constituting the Perth branch of the main line between Smiths Falls and Toronto. Workmen are now preparing to lay rails on the Ontario & Quebec Railway across the narrows at Sharbot Lake. A solid wall of cut stone has been built, which will form the support for a neat and substantial iron bridge. The K. & P.R. track will be shifted next week, and the rails between Perth and Sharbot Lake will be laid in a few days. One side of the iron bridge for the Fall River crossing has arrived at the station on three cars. Work is somewhat delayed beyond Fall River by a sink hole at the 9th concession of South Sherbrooke, which has so far greedily taken in all the filling the men could supply, and like Oliver Twist still asks for more. The track is laid across this slough, but the track sinks slowly but constantly down until it is two or three feet under mud or water. Of course, the hole will be filled up sooner or later, but at present it is an impediment to rapid progress. The Kingston and Pembroke Railway had similar trouble spots in the line, and we understand one is not altogether cured yet. In fact, the Company think of changing the line at that point so as to avoid the ever-recurring sinking of the roadbed.

30/08/1883 Kingston Daily British Whi Belleville

About one hundred olive skinned natives (Italians) are now working on the O. & Q. RR.

28/09/1883 Renfrew Mercury Belleville Perth

Two weeks ago \$30,000 was drawn from the Bank in one day for payment of the car shops employees and of the construction party on the O. & Q. between Perth and Sharbot Lake. Perth Expositor.

04/10/1883 Kingston Daily British Whi Belleville Sharbot Lake

12/10/1883 Renfrew Mercury Belleville Perth

The C.P.R. are about building two snow ploughs at the Perth car shops. These will require, among other things, two pieces of oak timber twenty-one feet long and a foot square.

19/10/1883 Renfrew Mercury Belleville Perth

Some seventy of the car shop employees at Perth have just been discharged. The cause is that cars can be made cheaper in the States at present. Some of the men only recently moved to Perth and they feel their dismissal at the beginning of a winter very keenly. About thirty more will be discharged.

26/10/1883 Renfrew Mercury Belleville Perth

Forty-two new dwelling houses have been added to Perth this year. The Expositor estimates that, altogether, from \$65,000 to \$75,000 have been expended on building improvements during this last season.

02/11/1883 Renfrew Mercury Belleville Perth

The oil house of the Perth car shops was on fire for a time, last week. The building is isolated, and it is about twelve feet square, covered with sheet iron to render it fireproof. But some cotton waste saturated with oil, inside the house, ignited by spontaneous combustion, and a couple of barrels of oil were consumed before the hot bright flames were quenched by the steam fire engine.

14/12/1883 Renfrew Mercury Belleville Sharbot Lake

The sink-hole near Sharbot Lake, on the O. & Q. Railway, has again caved in. The Courier says that, unlike the other sink-holes on that line, there is no way of getting around it, and persistent filling is the only alternative.

29/12/1883 Ottawa Free Press Belleville Perth

Ontario and Quebec Railway. Tracklaying on this road is in the following state at present: From Perth the track is laid to within ten miles of Tweed -- illegible.

10/05/1884 Kingston Daily British Whi Belleville

About one hundred Italians have been brought from Buffalo to work on the Ontario & Quebec RR. Construction

13/05/1884 Ottawa Citizen Belleville

Mr. W.C. Van Horne, General Manager of the CPR, accompanied by Mr. Osler, President of the Ontario and Quebec Railway, Mr. Waite, General Superintendent and Mr. R.R. Angus, proceeded to the Quebec Gate station on Saturday and inspected the first passenger locomotive which had just been turned out of the workshops on Colborne Avenue. They also witness the company's new sleeping car "Gatineau", which will shortly run over the Ontario and Quebec and CPR between this city and Toronto. In the evening the party left for Ottawa and yesterday ran over the Ontario and Quebec to Toronto. The special was the first through train between the Capital and Quebec City and covered the distance in a remarkably short time.

13/06/1884 Renfrew Mercury Belleville Perth

Workmen are now engaged in laying new steel rails on the Perth branch - that is the line between Perth and Smiths Falls. Last week a new fence was erected in front of the Perth workshops tenement houses on Craig street, Perth, by the free labor of the workmen.

04/07/1884 Renfrew Mercury Belleville

The Ontario and Quebec Railway was to have been opened for passenger traffic by July 1st. Numerous sink holes have prevented this, however. At Kaladar, the track went down under a heavy freight train and, being raised to the grade again, went down five feet. It has since continued settling, and there is now water over the track for a distance of 200 feet in a place where trees two feet in diameter were growing before the road was built.

14/07/1884 Ottawa Citizen Belleville

Ontario and Quebec about to be opened to traffic.

Montreal 12th. It is now definitely settled that if no unforeseen event occurs the Ontario and Quebec Railway, running in connection with the Canadian Pacific, will be opened for passenger traffic between Toronto and Montreal. Mr. White, General Superintendent of the new road, was in town, a few days ago arranging about connections etc. He is busily engaged combining a timetable which will probably be issued next Monday. There will be two trains each way every day between Montreal and Toronto and the all rail route between Chicago and Montreal over the Canadian Pacific system will go into effect at the same time.

17/07/1884 Ottawa Citizen Belleville

The new timetable will be delayed until Monday July 28th.

17/07/1884 Kingston Daily British Whi Belleville

Yarker Jottings

Italians have commenced to ballast the road from here to Tamworth. Mr. Rowe's gang will not reach here this week. They have erected two tents near the track for their accommodation.

19/07/1884 Ottawa Citizen Belleville Kaladar

Toronto 18th. The swamp difficulty near Kaladar on the Ontario and Quebec Railway has at last been overcome. The bottom having been found and the road built up over it heavy construction trains are being run over the spot, which is now as solid as the other portions of the line. The road will be opened on the 28th inst.

19/07/1884 Kingston Daily British Whi Belleville

Incidents of the Day

A party of forty Italians have arrived from Rochester. They have been engaged to work on the N. T. & Q. RR.

01/08/1884 Renfrew Mercury Belleville Perth

Seven flat cars per day are now being turned out of the Perth car-shops.

08/08/1884 Renfrew Mercury Belleville Perth

Twenty workmen were discharged from the Perth car-shops a little more than a week ago. Only 50 men are now employed.

08/08/1884 Renfrew Mercury Belleville

The Kaladar sink-hole, which has already caused so much trouble on the O. & Q. Railway, went down again last week and caused a further postponement of the opening of the road. Some folks think that the hole is bottomless, but a Kingston engineer is of the opinion that there is an underground current that carries away the gravel. Such streams have been found in other parts of the country. In time the flow of water may be checked, but the hole may be a source of annoyance for some time.

13/08/1884 Ottawa Free Press Belleville

The Ontario & Quebec railroad, hereafter to be known as the Ontario section of the Canadian Pacific, was formally opened for passenger traffic yesterday. The new line is 199 miles in length and runs from Toronto to Perth where it joins the C.P.R. system. More

28/08/1884 The Equity, Bryson Belleville

The Ontario and Quebec Railway, now open for traffic, had the track laid early in the spring and would have been open long ago had it not been for the sink holes at Kaladar, which for a long time baffled the engineers, but which is now solidly filled up, it is hoped. The road is 250 miles in length connecting Toronto and Ottawa being almost an air line from the former to Smiths Falls, where it connects with the C.P.R. under the same management. The embankment is very wide and solid, rails 56 lb. To the yard, and the joints made with angle iron fishplates. All bridges are iron, and stone culverts have been put in. The running time in between Toronto and Montreal is a little over 13 hours. A great number of the towns and villages through which this line runs have never enjoyed railway facilities before and have had to depend upon stages for their intercourse with the outer world, and although these places are small, the management of the road think that the traffic from the surrounding country that formerly went to build up "the front" as the towns along the lake are called, will build up these villages. The first 133 miles of the road is through a country moderately supplied with railways by the Midland system and, in fact, between Peterboro' and Madoc the roads are almost parallel. From Madoc to Perth the only line is the Kingston and Pembroke. The opening of the road is a great boon to a large section and will divert considerable traffic from the Grand Trunk.

05/09/1884 Renfrew Mercury Belleville Perth

The C.P.R. are building a number of refrigerator cars at their shops in Perth.

07/10/1884 Kingston Daily British Whi Belleville Tamworth

A Rough Encounter

[Brawl at Tamworth between Italian railway navvies and villagers, not transcribed]

08/10/1884 Kingston Daily British Whi Belleville Tamworth

City and Vicinity

Seen the Donnybrook Affair [More on the Tamworth brawl, not transcribed]

09/10/1884 Kingston Daily British Whi Belleville Tamworth

News From the Vicinity

The Affray at Tamworth [Not transcribed]

The Tamworth Riot

[Not transcribed]

11/10/1884 Kingston Daily British Whi Belleville Tamworth

A Tamworth Riot

[Detailed account, not transcribed]

26/12/1884 Renfrew Mercury Belleville Perth

The number of employees in the car shops here will be reduced to the old quota of 35, notices of dismissal being served on 56 last Saturday. The reduction takes place on Saturday of this week. By this action many good men are thrown out of employment, who some time ago left good jobs and steady work to enter the shops. Those remaining are to work eight hours a day. Perth Expositor.

26/01/1885 Ottawa Citizen Belleville Smiths Falls

Accident at Smiths Falls. Also reported in Ottawa Free Press 24 January. See Accident file.

24/04/1885 Renfrew Mercury Belleville Perth

The staff of employees in the Perth car shops is to be increased at once by thirty men, an order having arrived from headquarters for the changing of fifty more flat cars to box cars.

06/11/1885 Renfrew Mercury Belleville Perth

Orders have been received at the C.P.R. carshop at Perth for the conversion of 300 flats into boxcars; and instructions given to increase the staff by twenty-five or thirty men, which will bring up the total number of workmen to about seventy hands.

27/01/1886 Ottawa Free Press Belleville Perth

A gentleman from Almonte states that three first class C.P.R. cars, completely wrecked, were taken down to the Perth repair shops yesterday from some point in the north.

02/04/1886 **Ottawa Journal** **Belleville** **Perth**

Flat cars are being converted into box cars at the Perth car shops at the rate of four per day. Orders from the Canadian Pacific for the construction of one hundred stock cars and ten conductors vans have been received.

02/04/1886 **Ottawa Citizen** **Belleville** **Perth**

Perth Car Shops

Four cars per day are still being converted from flat to box cars in the Canadian Pacific Railway shops at Perth. Orders for the construction of 100 stock cars and ten conductors vans have been received.

13/05/1886 **The Equity, Bryson** **Belleville** **Perth**

The new station of the Canadian Pacific Railway, to be built this summer at Perth, will be a fine stone building of an entirely new design and presenting a very handsome appearance.

12/11/1886 **Renfrew Mercury** **Belleville** **Perth**

The two new boilers for the Perth car shops will be of steel, sixteen feet long, fifty or sixty horse power each, with all the latest improvements. The steel for their construction is coming from England, and the boilers will be made in Montreal.

10/12/1886 **Ottawa Journal** **Belleville** **Perth**

Two splendid new boilers from the company's works in Montreal have arrived at Perth for the C.P.R. car shops and workmen are now placing them in position in the boiler house. They are expected to be ready for firing up about Christmas. The shops will then have ample motive power.

14/01/1887 **Renfrew Mercury** **Belleville** **Perth**

Perth has a hope of securing the C.P.R. car shops for building passenger cars, as the company have come to no arrangement in Montreal yet.

04/02/1887 **Ottawa Journal** **Belleville** **Perth**

Perth - The C.P.R. car shops have started work again with about 200 men employed. Mr. Fowler is the general foreman.

25/02/1887 **Renfrew Mercury** **Belleville** **Perth**

The old C.P.R. station building at Perth has been purchased by Mr. James Allan.

24/03/1887 **Ottawa Journal** **Belleville** **Perth**

Perth. There are now over 200 men working in the car shops.

22/07/1887 **Ottawa Journal** **Belleville** **Perth**

The car shops are working in a very satisfactory way; cars being turned out at the rate of five or six per day and cheaper than they can be bought elsewhere. Formerly the iron was sent from the Montreal shops and charged at prices which made the Montreal shops appear to pay well and while those at Perth did not. Now the cars are built from the rail at Perth and the company find that they can save money by having them built here.

04/10/1887 **Ottawa Journal** **Belleville** **Perth**

The Canadian Pacific Company are turning out five freight cars daily from the car works at Perth to supply the demand for cars on the Western division of the road for moving grain from the West.

30/12/1887 **Renfrew Mercury** **Belleville** **Perth**

The Courier says that part of the force at the Perth carshops are engaged in turning out snow fences, some of them to go a long distance. Orders have recently been received for 500 box cars. About 225 men are employed at the works.

04/05/1888 **Renfrew Mercury** **Belleville** **Perth**

The Courier says the men in the Perth carshops will be asked to work four days in the week overtime during the summer in order to increase the output of cars from six to eight per day.

22/06/1888 **Perth Courier** **Belleville** **Sharbot Lake**

The Mayor's Silver Wedding - An Excursion to Sharbot Lake, A large Company Celebrates the Event

Tuesday last was a gala day at Sharbot Lake, and throughout most of the day the Purvis Hotel, the north side of the lake, and Wood's Island were gay with men and women in holiday attire, bright with flags on boats and buildings, and busy with hurrying boats ferrying between mainland and islands. The occasion was the celebration of the Silver Wedding of Mr. W.J. Pink, Mayor of Perth, and his esteemed wife - The programme was briefly this: The guests were to assemble at the C.P.R. station at Perth at 8:15 o'clock on Tuesday morning, take the Perth local to Sharbot Lake station, spend the day on an island in the lake, return to the Perry Hotel and signalize the close of the day's pleasures by a grand dinner there, returning home when this was over. The run to Sharbot Lake was made very quickly, in charge of Perth's genial conductor, Mr. Daniel McPhee, and to save walking, the train was run down to the Perry House into which the excursionists speedily transferred themselves. A fleet of skiffs were in waiting at the floating bridge near by, and after a little the crowd was ferried between other islands to what is known as Wood's Island, a beautiful spot owned by the reverend ex-Principal of the Ottawa Ladies College. A neat summer cottage has been erected here among the trees, which gave a home appearance to the scene, while the party in their gay attire and varying movements gave life to the day and event. The recreations of the day now began. Some took to the boats and went fishing; others sat in the breezy shade and amused themselves with various quiet games; some of the stalwart gentlemen pitched quoits, and all enjoyed themselves - the Mayor and his wife seeing that the latter was accomplished by all. The wide expanse of water and islands was dotted with tiny craft going hither and thither. Many boats steered for the island and cottage owned by the estate of the late Gen. Aspinwall (sp?) of New York, builder of the railway across the isthmus of Panama, who after erecting this beautiful terracotta hued cottage on this lovely island, died a year or two after, leaving others to enjoy the pleasures of this rustic retreat. A visit was paid by many as well to the neat cottage on the fertile island of Mr. Wm. Robinson, ex-Mayor of Kingston, and ex-member of the Ontario legislature. The island part of the celebration was ended about four o'clock, and the party by the fleet of skiffs made their way in battalions over the rippling waters to the hotel landing, to enjoy in a little the crowning act of the festivities. This was the dinner prepared for the guests by Mr. N.H. Purvis, proprietor of the Perry Hotel. The fame of Sharbot Lake as a fishing place and summer resort has traveled far, and it is visited by tourists from distant parts. It is a large sheet of water, seven or eight miles long, and three or four broad in places, indented by deep bays, cut nearly in two halves by the Narrows and is full of islands, mostly yet covered with trees and undergrowth. Mostly all the fresh water fish are found in its waters in abundance, and the tourist can get any amount of sport both by traveling and still fishing. The Perry House, kept by Mr. Purvis, can give the visitor excellent accommodation.

14/07/1888 **Ottawa Citizen** **Belleville** **Perth**

Six box cars are turned out daily in the Perth car shops of the C.P.R. If the shops were enlarged somewhat, ten cars could be made every day with little more increase of workmen.

12/10/1888 Renfrew Mercury Belleville Perth

Sixty men were discharged from the Perth car shops last week. The Expositor thinks it absurd that the C.P.R. should be giving out large contracts for cars to other shops when their own works can turn them out for less money.

19/10/1888 Renfrew Mercury Belleville Perth

It seems that the C.P.R. car shops at Perth will hereafter be used only for repairing purposes. No more cars will be built there after the present series are finished.

26/10/1888 Renfrew Mercury Belleville Perth

An order for 100 stock cars has been received at the Perth car works. The Courier says that this disposes of the rumor that the car shops were to be used simply for repairing.

19/04/1889 Renfrew Mercury Belleville Perth

The car shops at Perth have practically closed down for the present, and the hands are now wandering about doing nothing, or are leaving town. The reason of this shut down given by Mr. Higginson, chief mechanical superintendent of the company, is, no orders for cars and therefore no work for the shops. This state of things is not very satisfactory to our citizens, especially when the rate to pay for bringing the shops here has to be paid every year for a long time yet to come. - Courier.

13/12/1889 Renfrew Mercury Belleville Perth

It is stated that damaged box and flat cars at the rate of twenty-five a week arrive at the Perth shops for repairs. They come from all over the line, and the numbers sent to the shops here to be doctored up shows how numerous are the accidents on the railways that people never hear of, and how great the expense the railways are put to for this single item. Perth Courier.

27/12/1889 Renfrew Mercury Belleville Perth

The old passenger station at Perth, built for the opening of the Railway, thirty years ago, has been pulled down. Expositor.

11/04/1890 Renfrew Mercury Belleville Perth

There are 130 men in the Perth car shops repairing and reconstructing old cars, and building a few vans.

25/07/1890 Renfrew Mercury Belleville Perth

In its "Carshop Notes," last week's Perth Star had the following:- In the rear of the shop lies an old car, which is of considerable interest in railway history. It was shipped here with other old broken cars to be taken apart, but when it was found out to be the first passenger car built for the Canada Central Railway (now C.P.R.) it was given special place in the field behind the shops, and now lies there as a relic of the days when the now great C.P.R. first carried passengers. On the side the simple inscription "C.C.R. 1" tells the tale.

05/09/1890 Renfrew Mercury Belleville Perth

About 200 men are now employed in the C.P.R. car shops at Perth. Somewhere in the neighbourhood of \$7,000 is brought into the town every month by the pay car to distribute among the Company employees.

12/09/1890 Renfrew Mercury Belleville Perth

The Perth car shops are working overtime, and are now turning out six box cars per day.

02/01/1891 Renfrew Mercury Belleville Perth

The carshops in Perth, which closed down entirely a week or so ago, from lack of material, have re-opened, with a staff of about one hundred and fifty men.

27/03/1891 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth, after a delay of some weeks in repairing and refitting some of the machinery, started again last week.

12/06/1891 Renfrew Mercury Belleville Perth

New men are being taken on at the Perth car shops every day. There are now about 150 men employed, and the prospects are that there will be steady work for some time.

24/07/1891 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth are turning out an average of five box cars every working day, which is a good showing for the number of hands employed.

21/08/1891 Renfrew Mercury Belleville Perth

About 250 men are employed just now in the C.P.R. car shops at Perth. The force is now on grain cars and repairs.

25/12/1891 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth have finished their orders for grain cars, and are now on repairs. A good order for refrigerator cars has been received, and will keep the staff going for some time.

11/03/1892 Renfrew Mercury Belleville Sharbot Lake

The C.P.R. Company contemplates making extensive changes at Sharbot Lake. Surveyors have for several days been taking the lay of the land in that district, and the tracks at the crossing now on the north side of the lake will be removed to the south side to a point called Judges Swamp. This will be done to avoid a steep grade at Maberly.

27/05/1892 Renfrew Mercury Belleville Perth

The car shops at Perth are working on an order for 20 horse cars and 50 compressed air dump cars. The shops have worked very steadily all winter.

27/01/1893 Renfrew Mercury Belleville Perth

The mammoth cheese at the Perth R.R. station has cost the government \$3,089 or about fourteen cents a pound. Considering the special expense of handling it and the cost of the boiler plate tub, press, &c., the cost seems to have been very reasonable.

24/02/1893 Ottawa Journal Belleville Perth

The Perth Expositor says that about ninety men were laid off at the C.P.R. car shop on Friday but they hope to be taken on again shortly.

03/03/1893 Renfrew Mercury Belleville Perth

About 90 men were laid off at the Perth car shops a few days ago, but they hope to be taken on again shortly. The shops have been run very steadily this winter, though on a shorter time.

07/04/1893 Renfrew Mercury Belleville Perth

The big Perth cheese is now being put in order for the Chicago Exhibition. The hoop is being painted as nearly as possible the color of the cheese, and when on exhibition it will be placed on edge, the faces being lettered with statistics of the cheese itself and the cheese trade of Canada. As the railway tracks into the Exhibition building have been taken up, it is necessary that a truck should be built to carry this immense cheese, which, with case, weighs 13 tons, from the station to the Exhibition buildings. This truck is now being built by Stanley, of Perth. The cheese will be placed on it here, and will remain in that position at Chicago. The truck, which will of itself be quite an object for exhibition, will accompany the cheese to England. It is built of oak, most of the pieces being 8 by 10 inches, and on it is placed a powerfully built frame of the same material, on which the cheese will rest. The axles are of steel set in oak frames, and the wheels are of cast iron and about 30 inches high, somewhat similar to car wheels but with tires 8 inches wide. The truck itself will weigh about three tons, and when loaded, about 16 tons. The job is a first class one and a credit to Perth. - Expositor.

14/04/1893 Ottawa Citizen Belleville Perth

Special cheese train will leave Perth on Monday to carry the 11 ton Canadian cheese to Chicago via Windsor. More.

05/05/1893 Renfrew Mercury Belleville Perth

The Big Cheese. An account of the journey to Chicago by Prof. Robertson. A funny thing about the trip was that at every station the train stopped at, the people crowded on the flat car the cheese was on and wrote their names on the box. By the time it reached Chicago there must have been fully 200,000 autographs. There was not two square inches left.

02/08/1893 Ottawa Journal Belleville Perth

Seventy-five men, says the Perth Courier, were discharged from the C.P.R workshops there last week.

04/08/1893 Renfrew Mercury Belleville Perth

About 100 men were discharged from the C.P.R. carshops at Perth last week. The Expositor says: The farmers are badly in need of help just now and the carshop men would do well to take work in the country for a time. Fifty men are still employed at the shops.

04/08/1893 Ottawa Journal Belleville Perth

More men were discharged at the C.P.R. car shops on Saturday and there are now less than 20 employed there. The gangs on the road laying rails and building fences were also discharged. Perth Expositor.

20/10/1893 Renfrew Mercury Belleville Perth

Twenty more men have been taken on at the Perth car shops. This brings the staff to over fifty.

16/03/1894 Renfrew Mercury Belleville Perth

About sixty men are now employed in the C.P.R. car shops at Perth, principally on repairs. All cars now turned out have the old coupling replaced with new self couplers, made under contract at Mr. W.H. Frost's malleable iron works, at Smiths Falls. The manufacture of these couplers is a very large business.

30/03/1894 Perth Courier Belleville Elmsley

Removing Houses - During the winter the second of the C.P.R. houses on upper Craig st was removed and re-erected at Kemptville, and now another has been pulled down and put up again at the Port Elmsley station, where it will be occupied by the section man, and perhaps used as a station house. There are still three of these houses left here, but their unfortunate location neutralizes their usefulness.

11/05/1894 Renfrew Mercury Belleville Perth

Sixty men were discharged from the Perth car shops on Saturday, and as many more were discharged some time previously.

08/08/1894 Ottawa Journal Belleville Perth

The CPR car shops at Perth are almost shut down now, only 12 men being at work on half time.

10/08/1894 Renfrew Mercury Belleville Perth

There are now about 75 men employed in the Car shops at Perth.

27/10/1894 Ottawa Journal Belleville Central Ontario Junction

THIRTEEN CARS WRECKED AND FIRED
A BIG SMASH UP OF C. P. R. FREIGHTS LAST NIGHT.

The description of a witness who has arrived in Ottawa - The Ottawa Express Delayed.

There was a big smash up on the C. P. R. at Central Ontario Junction near Perth last night. Mr. R. M. Moncur of the Hamilton Coffee and Spice Co., who arrived in the city to-day, furnished the JOURNAL with particulars of the accident.

A long freight train, he says, was coming east when an axle of one of the cars broke and fourteen cars were derailed. The accident occurred about eleven o'clock last night. The car was loaded with flour, bran, and oatmeal, and as soon as they were derailed caught on fire. Mr. Moncur described the burning of the car as a wild scene.

Most of the cars were destroyed with their contents. No one was hurt although some of the train hands had a narrow escape

DETAINED BY THE WRECK

The express from Toronto due here early this morning was following the train that was wrecked and had to remain at the wreck for six hours until the arrival of the express from the east when the passengers were transferred from one train to the other, the eastbound train returning to Toronto with the eastern passenger and the train from the east returning with the passengers from the west.

The Toronto train did not arrive here until noon. The C. P. R. gave the passengers their breakfast at Smith's Falls fire and the train officials were very kind.

30/11/1894 Ottawa Free Press Belleville Perth

The C.P.R. carshops at Perth have been closed down, ostensibly for one week, but that means for a time that cannot yet be determined. The hands feel more or less blue over the winter's prospect. Perth Courier.

21/12/1894 Renfrew Mercury Belleville Perth

The Perth car shops are working on half time.

01/02/1895 Brockville Recorder Belleville Perth

About thirty men have been taken on at the C.P.R. car works in Perth. They will be given about two days work in a week.

11/10/1895 Renfrew Mercury Belleville Perth

The C.P.R. carshops at Perth are again closed down, for an indefinite period.

22/11/1895 Renfrew Mercury Belleville Perth

From the Perth Erxpositor.

A large number of men have recently been taken on at the car shops, and work is booming down there now.

13/12/1895 Brockville Recorder Belleville Perth

Work is lively just now at the C.P.R. carshops in Perth. The men are principally engaged on grain cars.

20/12/1895 Renfrew Mercury Belleville Perth

From the Perth Expositor.

About forty men were laid off at the car shops on Saturday evening. There are now about 135 working there.

12/06/1896 Renfrew Mercury Belleville Perth

Work seems to be booming at the Perth Car shops, with a prospect of its continuing. A large staff is now at work, and we earn that about 400 stock cars, besides a large number of refrigerator cars, is on the order book. The livestock trade is rapidly increasing on the C.P.R., for which hundreds of cars are wanted, and the shops are likely to be taxed to their limit for some time to come. The air brake is being put on all stock cars now being built, so by the end of 1898, as the law passed at the last session stipulates, all freight trains will be equipped with the air brake. We understand that the output is eight cars per day. - Perth Courier.

28/05/1897 Renfrew Mercury Belleville Perth

There are 143 men employed in the C.P.R. car shops here, and there is a big hum in the works now. The managing foreman, Mr. Duval, has just finished an order for 60 patent dump cars, and the men are now working at an order for 100 refrigerator cars of the latest improved pattern. There is also building at the shops a self propelled pile driver, which, instead of working with the time honoured weight, which is lifted up skyward and then let go, drives the pile home with a Naismith steam-hammer, and does it in a tithe of the time by the new method. This hammer was made in Toronto, and is a fine piece of mechanism. The dump cars just turned out are for filling in between the trestle work of bridges over gullies and approaches to streams, between Lake Nipissing and the Manitoba prairies. The C.P.R. are filling in the trestle work as fast as they can and raising the track at the same time at these points, the trestle bridges having been built when the road was made, as a temporary expedient. Courier.

07/06/1897 Ottawa Free Press Belleville Perth

Kingston. It is said that the Perth car shops have secured an order from the Canadian Pacific Railway for 400 box cars of 60,000 pounds capacity each. These cars will be used in the grain and general traffic business. This order will keep the shops busy until Christmas.

11/06/1897 Brockville Recorder Belleville Perth

It is rumored that specifications have been made for materials for 400 box cars of 60,000 pounds capacity, to be built at the Perth car shops. This order will occupy the shops until Christmas.

10/09/1897 Renfrew Mercury Belleville Perth

Eight of the nine new machines ordered for the C.P.R. car shops are in place; the ninth, a steam hammer, will follow shortly. Two gangs of men are now at work, the night shift work till 12 o'clock midnight. When the new machines are all and arrangements with the hands made to suit it is expected that ten box cars per day will be turned out - five cars on each of the two tracks. The shops are a hive of workers. - Courier.

24/09/1897 Renfrew Mercury Belleville Perth

Three hundred and five men were on the roll-call of the shops here on Wednesday. - Perth Courier.

22/10/1897 Renfrew Mercury Belleville Perth

The Courier says the C.P.R. shops at Perth have lately received an order for 250 box cars, which will keep the shops going until Christmas.

19/11/1897 Renfrew Mercury Belleville Perth

About twenty-five hands were laid off the carshops last Tuesday at noon. They are the night shift from the blacksmith shop; but those in the machine shop are still on, although they too will soon be dismissed. The work is now being caught up with.

10/12/1897 Renfrew Mercury Belleville Perth

An order has been received from the C.P.R. head office in Montreal by the carshops here to build 20 first-class passenger cars and 10 sleepers. This is a new business for the shops here, as nothing finer than box cars and refrigerators has been attempted in Perth before. Mr. Dubal, the manager, will be able to turn out this fine work successfully, and perhaps this may lead to a department for this sort of work being added to the shops here. Everything but the upholstery will be done in the shops here.

17/12/1897 Renfrew Mercury Belleville Perth

The material for the coaches and sleepers to be built in the car shops has commenced to arrive, and already several additional men have been taken on at the work. - Expositor.

24/12/1897 Renfrew Mercury Belleville Perth

An order has been received at the C.P.R. shops here for 500 box cars, and Mr. Duval expects to build 1,200 of those next season. He will start on the passenger cars as soon as the material reaches here, and some of it has already arrived. About 100 men are now employed at the shops. - Courier.

25/01/1898 Ottawa Free Press Belleville Perth

Bearing upon the increased outlook for trade during the present year, the Perth car works are working full time on an order for 1,500 freight cars, which are to be ready by March 1.

20/05/1898 Eastern Ontario Review Belleville Perth

The C.P.R. purpose putting in a number of new sidings on their transcontinental main line this year. All the sidings will be put in with a view to double tracking in the near future. The freight traffic is greatly increasing and the car shops at Perth, Ont., have been ordered to rush 250 flat cars which will immediately be put in service.

01/06/1898 Ottawa Free Press Belleville Perth

The C.P.R. are preparing a large addition to their rolling stock at the Perth workshops. There are 250 flat cars, 200 box cars, and 50 coal cars now in course of construction there, for use generally over the road.

23/07/1898 Ottawa Free Press Belleville Perth

Ten new cars per day are being turned out of the C.P.R. car shops at Perth just now. Some of the staff work fourteen hours a day so great is the demand for rolling stock.

29/07/1898 Eastern Ontario Review Belleville Perth

Ten cars a day is the record of the C.P.R. shops at Perth at the present time. The men are working 14 hours a day.

23/09/1898 Renfrew Mercury Belleville Perth

The C.P.R. engine house, which has modestly stood its ground, without intruding itself on public notice, for the past thirty-eight years, has been reshingled. Perth Courier.

07/10/1898 Eastern Ontario Review Belleville Perth

A library and reading room has been started in connection with the C.P.R. shops at Perth.

16/12/1898 Renfrew Mercury Belleville Perth

The Perth carshops are likely to be kept busy this winter. Orders are now in for 300 box cars, 60 coal cars and 50 flat cars. The shops are at present capable of turning out 12 cars per day.

20/12/1898 Ottawa Citizen Belleville Perth

The Perth car shops are likely to be kept busy this winter as there are orders for 300 boxcars, 80 coal cars and 50 flat cars. Owing to lack of room in the shops, the cars are being sent to Toronto for painting, which will cause the laying off of a number of painters. The shops are at present capable of turning out 12 cars a day.

21/04/1899 Renfrew Mercury Belleville Perth

Work was again commenced at the car shops here, at full blast, on the first of the month, and at present there are about 300 men employed.

28/04/1899 Renfrew Mercury Belleville Perth

Thursday last week, a strike by part of the erecting gang in the C.P.R. car shops took place, and made quite an excitement throughout the town. The strike arose out of the claim of the men that extra work was sought to be placed upon them over their contract duties in building the cars by asking them to bring in heavy sills from the yard, when the practice had been to have these pieces, which weighed about 600 pounds, placed conveniently near their work. Next day, the men and the managing foreman met at he shops and the matter was arranged by the foreman cancelling the claims of the erecting gang, and work went on as usual. - Perth Courier.

01/09/1899 Renfrew Mercury Belleville Perth water

The stone is on the ground for the foundation for the new water tank at the C.P.R. depot. The ravages of time are telling on the one used at present, and besides the company has decided to have the water supplied to the tank from the waterworks. The new structure will be a substantial one.

26/10/1899 Ottawa Citizen Belleville Perth

Perth. A number of men is engaged extending the waterworks to the C.P.R. car shops. When the work is completed the shops will have first class fire protection.

27/10/1899 Renfrew Mercury Belleville Perth

There are at present 203 men employed in the carshops. - Perth Courier.

09/11/1899 The Record, Chesterville Belleville Perth water

The CPR have signed ten year's contract with the Canadian Electric and Power Co. of Perth, for supply of water for the car shops, the engine tank and station, and workmen are now engaged in digging the main trenches and putting in the pipes. The car shops will be gridironed with water pipes and well supplied with hydrants so that for the uses of the shop and the fire protection there will be an ample supply. The old water tank, now at the station, will be replaced by a bigger and better one, the stone foundation of the new one being much higher and stronger. It is calculated that at Perth the railway company will require 25,000 gallons of water per day.

17/11/1899 Renfrew Mercury Belleville Perth

The C.P.R. carshops here are turning out seventy box cars per week, or over eleven each day. - Perth Courier.

10/02/1900 Ottawa Citizen Belleville Perth

The C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard 30-ton refrigerator cars for freight service and 25 refrigerators for passenger service. The order is to be completed by the first of July.

02/03/1900 Renfrew Mercury Belleville Perth

A paragraph in the Montreal papers says that the C.P.R. has ordered from the car shops at Perth 100 standard 30-ton flat cars, 200 standard 30-ton box cars, 75 standard and 30-ton refrigerators for the passenger service. This order is to be completed by the first of June.

18/04/1901 The Record, Chesterville Belleville Perth

A good story was told by a travelling man last week that illustrates the speed of the local trains of the CPR - says the exchange. The train had been slower than usual that day and the passengers were thoroughly disgusted. Among them was a nervous woman and a boy. During the trip the conductor came around and the lady presented him with a full ticket and a half fare for the boy. The conductor looked at the boy a moment and then said "Isn't that boy more than twelve years old?" Quick as a flash the lady replied: "He wasn't when he left Perth, but I think he will be a voter before we reach Montreal." The conductor accepted the half fare ticket and moved on.

09/08/1901 Eastern Ontario Review Belleville Smiths Falls

Alleged Train Wrecking

Smiths Falls, Aug 7. What appears to have been an attempt at train wrecking was made here yesterday morning about one o'clock. The Montreal express was coming in preceded by an engine running light, when just as the latter reached the edge of town an explosion occurred, raising up the front of the light engine and tearing off one of the driving wheels, but otherwise doing very little damage. A short time ago heavy pieces of iron were placed on the track near the same place. The air is full of surmises, but it has not yet been discovered who committed the outrage. It is hoped that the perpetrators may speedily be discovered and justly dealt with.

09/08/1901 Renfrew Mercury Belleville Perth

There are now nearly two hundred men employed in the C.P.R. carshops, among them being about one hundred French Canadians brought in this week. The shop is full of prders for box cars to move the great grain crop ripening in the Northwest.

12/03/1902 Ottawa Citizen Belleville Perth

Although it has been announced that the local C.P.R. car shops will be moved to Montreal there will be considerable work there for some time as the C.P.R. has just completed the annual order for rolling stock, the most of which will be manufactured at Perth. Of freight cars there will be manufactured in Perth: 719 40-ton flat cars, 300 40-ton coarcars, 55 standard vans, 50 30-ton refrigerator cars, 270 stock cars and 1,350 40-ton box cars.

21/03/1902 Renfrew Mercury Belleville Perth

All the cars, both flat and box, now turned out at the C.P.R. car shops here have a net capacity of 80,000 lbs. each or 40 tons. These are very different from the cars of not many years ago when ten and fifteen tons was the average capacity.

The new C.P.R. carshops at Montreal will number eighteen brick buildings but the officials have informed the Montreal papers that the shops at Perth, under the new plan, will be used for repairs. This means that the shops will not be removed from here, but only the character of the work changed. -- At present the shops at Perth were never so busy before, and they employ a much larger force of hands than at any time previous.

18/04/1902 Renfrew Mercury Belleville Perth

From the Perth Courier - about 220 hands are at present employed in the car shops here, which are busy on the biggest order of cattle cars since the energetic master-builder, Mr. H. Weston, took charge here. There are also orders ahead for box, refrigerator and flat cars of a good type.

13/06/1902 Renfrew Mercury Belleville Perth

The car shops are at present turning out about ten coal cars per day. This is severely taxing the capacity of the machine and blacksmithing shops, as these cars entail much more iron in proportion than do the ordinary box cars. --

05/07/1902 Ottawa Journal Belleville Perth

Perth shops of CPR burned.

A serious fire early this morning.

Blacksmith and machine shops and office were totally destroyed. Watchman missing.

More.

10/07/1902 The Record, Chesterville Belleville Perth

The blacksmith shop, machine shop, oil house, main offices, four box cars, together with a large amount of valuable machinery in the Canadian Pacific Railway car shops in Perth were totally destroyed by fire between 4 and 5 o'clock this morning. The first was first noticed in the blacksmith shop and supposed to have started from one of the various furnaces in use. Alarms were immediately sounded and responded to by the firemen and several hundred citizens. About ten lines of hose were attached to the hydrants in the Canadian Pacific Railway shops but the fire had gained great headway and it was with much difficulty that the adjoining wood mill was in flames several times, but the firemen worked hard and finally had the fire under control, but not before the above mentioned property was consumed. As a result of the fire 300 men are thrown out of employment. Night Watchman Roland Burr is missing. He was seen entering the blacksmiths shop after the fire was raging but has not since been found. The burnt buildings will be rebuilt immediately.

15/08/1902 Renfrew Mercury Belleville Perth

About 200 men are now employed at the C.P.R. car shops here. A start is now being made on an order for one thousand 40-ton boxcars, which order is expected to keep all hands busy for nearly all of the next four months.

28/11/1902 Renfrew Mercury Belleville Perth

From the Expositor - Last Monday was pay day in the car shops and the pay roll was one of the largest in the history of the shops. The total amount paid out to the workmen was over \$11,000. In some of the departments it is necessary for the men to work over time to keep those in other branches supplied with material, and in consequence of this the men are earning large wages.

29/01/1903 The Equity, Shawville Belleville Perth

About 10 new cars are turned out of the Perth car shop each day. A freight car costs about \$600, thus about \$6,000 worth of material is used each day.

28/10/1904 Renfrew Mercury Belleville Perth

Much of the machinery used in the car shops at Perth has been taken to the big C.P.R. shops at Montreal, and many of the employees have removed from the county town to Montreal. It is now given out that the shops will not be totally removed from Perth but will be used as repair shops employing from 50 to 75 men permanently.

27/12/1905 Chesterville Record Belleville Perth

A distressing accident occurred here at ten o'clock this morning which resulted in the instant death of master Ralph Wilson aged fourteen years youngest son of Mr. Albert Wilson, of the firm of Wilson & ?. Deceased was playing hockey ? with three companions, William Charlton, Fred Thompson and ? McIntyre. A freight train appeared going ? and deceased suggested to his companions to board the train and have a ride. The other boy refused to do so and tried to dissuade young Wilson from boarding the train. He was determined, however, and in the act his foot was caught and he fell under the train. He was horribly mutilated and crushed and his cries for help attracted the attention of the train crew. The train was stopped and the various parts of his body which were strewn along the track were picked up and taken back to the CPR station.

Coroner A.W. Dwyer was notified and decided that an inquest was unnecessary. The remains were then taken to Messrs. Hogg and Thompson's undertaking establishment to be prepared for burial. Deceased was a popular young fellow, especially among his companions at the Perth public school. The sad accident caused great regret in Perth and deep feelings of sympathy for the bereaved parents and family.

03/04/1907 Renfrew Mercury Belleville Perth

From the Perth Courier: The C.P.R. car shops are being torn down, and the lumber is being used to build 40 feet more to the present freight sheds. The present doors in the sheds are being altered to suit the long freight cars now in use on the C.P.R.

26/05/1911 Eastern Ontario Review Belleville Perth

One year ago Mr. Patterson a farmer living near Perth, lost a pocket book containing over \$100 and no trace was ever found of it until a few days ago when workmen engaged on the double tracking of the C.P.R. came across a purse which was almost rotted away. The remains of two ten dollar bills was all that was left, the balance having become decayed.

19/03/1912 Ottawa Journal Belleville

Contract let for C.P.R. shore line between Agincourt and twenty miles west of Smiths Falls to Deeks and Hinds. More.

03/05/1912 Eastern Ontario Review Belleville Perth

A Railway Tunnel at Perth

Perth, April 27 - A railway tunnel is so far unknown in this part of Ontario, but on the new C.P.R. line there will be a 900-foot one just west of Christie Lake. Mr. McGraw, foreman of the contractors, Messrs. Larkin & Sangster, of St. Catharines here now and work will soon be commenced.

The tunnel will require a year to construct, working day and night shifts, of 10 hours each. An air compressor plant will be installed at the tunnel to work ten drills.

Explosion Kills Three

Perth, Jan 5. - Murdoch's construction camp, on the new C.P.R. line from Smith's Falls to Belleville, near Christie Lake was the scene of an accident which resulted in the death of three workmen.

They were in the act of loading a hole when it exploded killing an Englishman named Court instantly and injuring three others, two of whom died after doctors arrived. They were both Scotchmen, Alex McTavish and Alex Morrison. The latter lived in Forrester's Falls, Ont., and leaves a widow and family. The fourth is still living, although he has a serious injury to his spine

29/05/1913 *Globe and Mail* *Belleville*

Contract Awarded For 85 Buildings

Toronto Globe, 29 May 1913, p15 c5 and c6

The Canadian Pacific Railway Co. has awarded a contract for the construction of all of the buildings along its new line, about 180 miles in length, extending from the present main line at Glen Tay, Ont., near Smith's Falls, to the main line at Agincourt, which was awarded to John S. Metcalfe Co., Limited, Montreal and Chicago. The contract includes seven brick stations, twelve wooden stations, nine 40,000 gallon water tanks, a twelve-stall engine house with turntable, machine shop, coaling plant, ash pit and sand house, seven station residences, twenty-five tool-houses and miscellaneous buildings, a total of about eighty-five structures.

Work on the new line is progressing rapidly under the direction of C.W.P. Ramsey, Engineer of Construction, and it is the intention to have all of the above buildings ready for use by the end of the present year.

27/06/1913 *The Globe* *Belleville* *Parham*

Ten men killed in construction camp.

Heavy loss of life in explosion of dynamite

Inquest to be held today

Italian consul in Toronto asked for delay in the inquiry so that he might be represented by counsel - eight bodies recovered.

Kingston June 26 - At 11.30 o'clock Wednesday night a terrible fatality occurred eleven miles west of Parham in No. 2 construction camp of the new C.P.R. line. Ten men were killed.

Michael Guirrey, an Italian foreman for Johnson Bros. assisted by a dozen of his fellow countrymen, were engaged in preparing a heavy blast to be set off in order to have material to muck out to-day, when in some unknown way a spark was generated causing the explosion. More.

Repeated in Ottawa Journal for June 26. Globe account is more detailed.

13/01/1914 *Rideau Record* *Belleville* *Sucker Lake*

Page 1.

Peter Stephen the veteran agent of the CPR has been in the general hospital for the last few days suffering from eye trouble. His many friends will be glad to see him about again.

Cannot fill Sink Hole

The sinkhole at Sucker Lake, which is causing so much trouble and the holding up the opening of the new lakeshore line of the CPR, is a mystery to the engineers.

It is only about 300 feet across the shallow end of the small lake. A forest of timber and a mountain of stone and gravel have been used in the endeavor to fill the hole. On a number of occasions this hole has been filled in but to the disappointment of the engineers the material continues to disappear.

07/04/1914 *Rideau Record* *Belleville* *Perth*

Perth Does Not Like It

Because the locomotive on the Perth local train from Montreal is too big for the turning table at Perth it is turned each night at Smiths Falls and runs up from here and back this far each morning wrong end to. This has offended the aesthetic taste of Perth and a protest will be entered with the company. Along with it a demand will be made for a Y so that the engine may be turned as it should be.

21/04/1914 *Rideau Record* *Belleville* *Smiths Falls*

Council Meeting excerpts

Mr. Forbes, C.P.R. resident engineer wrote to ask what the Council's objections were to the proposed method of draining the Chambers street subway and what proposition it had to improve it.

14/05/1914 *ei* *Belleville*

Inspecting New Road

Business and pleasure were mingled on Tuesday in connection with an informal inspection by C.P.R. officials of the new Lake Shore line of the company - business as respects the examination of the state of the road which was bound to be admirable condition and pleasure as regards the cordial manner in which the officials were received by the people of the various town through which they passed.

The inspecting officials were Mr. Alfred Price, assistant general manager of the company, Montreal; Mr. J. T. Aartundel, general superintendent; and Mr. J. Hirschberg, divisional engineer Toronto. Accompanying them were Messrs. C. B. Foster assistant general passenger traffic manager; G. H. Ham of Montreal; and M. J. Murphy district passenger agent of Toronto with some local officials. Although nothing but a vague intimation was given of their coming, there were large gatherings of prominent citizens at several towns, who gave visitors a cordial welcome. At Port Hope and Oshawa the party were driving through the towns and the latter place welcoming speeches were informally delivered to which happy responses were made by Mr. Price and Mr. Ham, Belleville, Coburg, Bowmanville and Whitby were also visited. The road was found in excellent condition - the picturesque stations nearing completion and everything in readiness for the inauguration of a freight service about the first of June, to be followed by passenger service a few weeks later.

11/06/1914 *Rideau Record* *Belleville*

Opening New Line

The Lake Shore line of the Canadian Pacific Railway opened for business on Monday June 1st. Through freight trains started simultaneously from Toronto and Smiths Falls at precisely 8:45 a.m. The freight train from Smiths Falls consisted of sixty-five cars loaded with merchandise from Montreal bound for Toronto. The crew was made up as follows: - Conductor Deegan, Engineer Taylor, Fireman Zufelt, Brakeman Carter and Griffiths and Pilot Manion. All through freight is now being sent over the new line, and because the grades are better heavier trains can be handled. The dispatchers office in Havelock has been closed and the operators sent to Toronto. The assistant Superintendent, formerly resident of Havelock has been moved to Trenton and it is rumored that passenger service over the Lake Shore line will be inaugurated about the 1st. of July.

29/06/1914 Ottawa Journal

Belleville

Passenger traffic over the new C.P.R. lake shore route was initially opened this morning when the first passenger train carrying 98 passengers with five coaches, left the Broad Street station at 10 o'clock for Toronto. This train will traverse the new line touching at all the places of importance between Belleville and Toronto and arrive at the Union station at 4.50 This is remarkable speed as the distance covered in a little over 6 1-2 hours is about 265 miles an average of about 40 miles per hour.

The main line is used as far as Glen Tay when the new line shoots south towards the shore of Lake Ontario, making the trip one of unexcelled beauty.

19/03/1915 Renfrew Mercury

Belleville

Passenger trains first began to run regularly between Smiths Falls and Perth on February 17th 1859, The main line between Brockville and Almonte was opened on August 22nd of the same year. The section from Carleton Place to Ottawa was not completed until September 20th 1870. Between the date of the first train running from Smiths Falls to Perth and the opening of the thorough line to Toronto on the 11th day of August, 1884, twenty-five years elapsed. Smiths Falls Record.

THREE C.P.R. PULLMANS OVER 20-FT EMBANKMENT

Toronto People Slightly Injured in Wreck Near Sharbot Lake

ESCAPE OF SOME WAS MIRACULOUS

SLIGHTLY INJURED.

Mrs. W.J. Duncan, 75 Prince Arthur Avenue, Toronto, slightly bruised.

Dr. T.F. Graham, Hamilton, injured back and inside

J.M. McLaren, Ottawa, cheek bone and right hand cut

J.M. Levoie, Ottawa, head cut

Capt. Hutt, American legion, right arm sprained

The C.P.R. train leaving Ottawa last night at 11:10 o'clock and due to arrive in Toronto at 7:30 this morning, was wrecked about a mile east of Sharbot Lake (near Perth) at 2:15 this morning. Three Pullman coaches on which there were many Toronto and Ottawa passengers, left the track and rolled down a 20-foot embankment. A fourth coach was prevented from leaving the track by striking a rock projection in a rock cut about 100 yards west of the wrecked coaches. All the passengers on the wrecked Pullmans miraculously escaped injury, and the prompt assistance of conductor J.E. Elliott, conductor Angus Carmichael and the porters was the means of releasing the passengers from their positions of imprisonment in the wrecked coaches.

Rail Broke, Caused Wreck.

The cause of the wreck was a broken rail about a mile and a quarter mile east of Sharbot Lake. When the second Pullman coach jumped the track, it was fully a quarter of a mile east of where the engine was brought to a standstill. There were four Pullman coaches, one first class coach, a baggage car and a mail car on the train. The baggage and mail cars and the first-class coach with the engine did not leave the rails. The first Pullman coach would have left the rails if the rear end had not collided with a projecting rock just east of where the three rear Pullman coaches rolled down the embankment. The rear truck had left the rails before the cut was reached, and the front truck would also have left the rails if the car has not been thrown over on the roadbed by the collision with the rock. On this car there were several of the representatives of the Dominion Alliance, who were returning from a field Sunday's work in Ottawa and surrounding district. In the party were Joseph Gibson, Ingersoll, Rev. Ben. H. Spence, D.A. McDermid, J. Bailey, Thos. Yellowlees, Rev. Dr. John Ross, Rev. W.A. Campbell and Rev. P.M. McDonald, Toronto. As a car in which the temperance workers were traveling did not entirely leave the rails, none of them suffered more than a good shaking up.

Coaches Turned Over

The passengers in the three Pullman coaches are congratulating themselves upon their miraculous escape from death. Two of these coaches were turned completely over, while the third was standing and an angle of 50 degrees with the front-end at the foot of the embankment and the rear-end pointed towards

Continued on page three

3 C.P.R. PULLMANS OVER EMBANKMENT

(Continued from Page One.)

the rocks half way up the embankment.

When the second Pullman coach left the rails, the wheels kept about 10 inches to the south on the south side of the respective rails, and kept to the road bed for 300 or 400 yards when it swerved to the south, pulling the two following coaches with it over the embankment.

Ex-controller Thompson was on the first coach to leave the rails, and in describing the accident states that he was aroused from sleep by the bouncing of the car over the ties. He recognized at once that the car was off the rails. A few moments elapsed and he felt the car lean over on the south side. It had only gone a few more yards when suddenly it rolled over stopped at the foot of the embankment. There were no lights in the car. Passengers could heard be calling to each other.

Mr. Simpson's Story

"As the car rolled over I was expecting to be crushed but I merely slid to the side of the car and did not feel the slightest pressure from the berths that followed from to the other side of the car," said Mr. Simpson. "I was just beginning to grope for freedom when I heard a passenger moving above me. I asked him if he was hurt and he replied that he was alright. The passenger was J.H. McLaren, an electrical engineer of Ottawa. He immediately began to break the glass in the window above me, and as he was doing so I heard the groans of a passenger about two berths from where I was. This was Dr. T.F. Graham, of the 86th Machinegun Section, Hamilton, Ont. He had been pinned between the lower berth in which he was sleeping and the lower part of the upper berth. He called for help, but as he was calling he was making a desperate effort to relieve himself. He had sustained injury to his back and side, but with the assistance of one of his fellow passengers and Conductor Elliot, he was able to crawl along the upturned car to the entrance.

"To get out of the car, the passengers had either to climb through the windows above their heads or crawl along the passage that have been formed between the upper berths and the roof of the car, then along the narrow passage on the side of the smoking apartment until the entrance to the car was reached. In the wreck the swing door between the smoking apartment pending car had been jammed and it was great difficulty that it was forced open. The heavy door leading from the platform to the interior of the car had also been closed but it was forced upward and held by the clamp above it.

"Conductor Elliot had to urge the passengers to leave the upturned car as soon as they could get out. He had extinguished a small blaze at the end of one of the cars and was afraid that more serious fires might break out. After considerable urging, the passengers began leave the cars in their night robes, and wrapped up in blankets that could be released from the wreck. They were directed to the Pullman coach that was half on the rails and half on the roadbed."

A. Monro Grier, K.C., of Toronto, accepted the situation philosophically, and, wrapped in the car blankets, seated himself between the rails from which the Pullman coaches have been hurled down the embankment. Mr. Grier stayed in that position until his clothes were extracted from the wreck.

Mrs. Duncan was assisted from the upturned coach to the coach that had only partly left the tracks. She was provided with blankets from one of the coaches and, apart from the fright and only a few bruises, did not suffer seriously. Her clothes were soon found in the upturned car, and within half an hour after the wreck, she chatted freely with the passengers about her trying experience.

Ex-controller Simpson was able to get out of the car without assistance, and to protect his bare feet from the cinders on the track, walked on one of the rails from the wreck to the Pullman coach that he escaped the wreck. He was provided with a suit of clothes by one of the passengers, and returned to the wreck where he succeeded in finding all his belongings. He afterwards assisted the other passengers in their effort to find their missing clothes and valuables.

Those Slightly Injured

J.M. McLaren sustained a slight cut on the cheek-bone and a few cuts on his right hand in his successful effort to fight his way to freedom through one of the car windows.

J. Mederic Lavoie, of Ottawa, sustained a deep cut on the back of the head but was able to walk around and chat freely with the passengers.

Sergt. Rutherford, of the 2nd Field Company, first contingent, who lives in Brampton, was a passenger on one of the up-turned coaches. He just crossed the Atlantic on the steamer Corinthian and stated that he was on a leave of absence, following actual service in France. He was in the battles of Ypres, La Chapelle and Givenchy, and was injured with a waggon wheel in the battle of Ypres. Commenting on his experience, Sergt. Jim Rutherford said it would have been a strange fate if he had evaded German bullets to succumb to a railway accident in Canada on his way home on leave of absence. He said he would return to France June 1.

Two Slept Through

The passengers of the "turtled" Pullman cars could not refrain from laughter as they heard of the experience of C. Calvin, a law student of Kingston, who has just passed through the examinations at Osgoode Legal School. The jarring of the Pullman car as it pounded over the ties, the swerving and rolling of the car and the calls of the passengers did not arouse young Calvin from his slumbers, and it was only when he felt a fellow passenger walking over his feet that he aroused himself to the danger he was in. His slumber, however, saved him the experience of a fright as the upturned car had ceased its motion when he woke.

Sergt. Rutherford had a similar experience to that of young Calvin. He did not realize the danger he had encountered until it was all over.

Captain Hutt of the American Legion, was not quite as fortunate as some of his fellow-passengers. In the turning over of the coach in which he was sleeping his right arm was forced through one of the coach windows and sustained a sprain that was rather painful. This injury, however, was not serious. He was able to hold it up without the help of a sling.

Mrs. Duncan of Toronto who was the only lady passenger on the train, intended to stay a week longer in Ottawa but grew homesick for her two children and decided to return home last night. The change in plans almost led to a serious accident. She was congratulated by Conductor Elliot and the passengers upon the courageous manner in which she passed through her trying experience.

Mr. Thomas Yellowlees, the well-known Sunday school worker, was in one of the wrecked coaches. He had received a hurry call while addressing a meeting in the interests of the Dominion Alliance in the vicinity of Ottawa. News had reached home that his son, who was one of the administrators with the base hospital staff of the University of Toronto at Solaniki, had met with a "serious accident." (The son, Dr. Norman Yellowlees was announced drowned to-day). Mr. Yellowlees had engaged two motor cars in order that he might catch the 11.10 train at Ottawa. The wreck, however, delayed his arrival in Toronto, about five hours.

PASSENGERS IN WRECK

Mrs. W.J. Duncan 75 Prince Arthur avenue, Toronto.
A. Munro Grier, K.C., Toronto.
Ex-controller James Simpson, 129 Indian road, Toronto.
D.H. Reynolds, traveling immigration inspector.
Capt. C.M. Ingle, inspection staff of Paymaster-General, Ottawa.
Arthur Gibson, Department of Agriculture, Ottawa.
J.H. McLaren, electrical engineer, Ottawa.
Milton E. Rous, of Lowe-Martin Co., Limited, Library Bureau Systems.
J. Mederic Lavoie, cigar manufacturer, Ottawa.
J.H. Hebert, commercial traveler, Ottawa.
Dr. T.F. Graham, 86th Machine Gun Section, Hamilton, Ontario.
C.H. Keeling, Ottawa.
Dr. T.D. Higginson, Ottawa.
W.D. Matthews, Ottawa.
D.A. McDermid, Toronto.
J. Bailey, Toronto.
Jos. Gibson, postmaster, Ingersoll, Ontario.
Thomas Yellowlees, Toronto.
Dr. John Ross, Presbyterian minister, Toronto.
Rev. Ben H. Spence, Toronto.
Rev. W. A. Campbell, Toronto.
Rev. P.M. McDonald, Toronto.
C. Calvin, law student, Kingston, Ontario.
A. G. James, Ottawa.
Captain W.M. Hutt, quartermaster-sergeant, 97th Battalion, Toronto.
Sergt. Rutherford, Brampton.

08/05/1916 Ottawa Journal

Belleville

Perth

Five Ottawa Men Were In Train Derailed Near Perth

Details of the derailment on the C.P.R. near Perth last night show that among those in the train were James Simpson, former controller; Rev. Ben Spence. D.H. Reynolds of the immigration department, Ottawa; W.D. Matthews, Ottawa; Captain Hutt, 97th Battalion, whose left arm was hurt; T.D. Higginson, Ottawa; ex-Ald. Lavoie, Ottawa, whose head was badly cut, and J. Pharand of Hull.

One passenger, Dr. T.F. Graham, of the 86th machine gun section of Hamilton, was injured, his back and side being crushed, but not seriously.

FIVE OTTAWA MEN INJURED IN WRECK

C. P. R. Announces Names of Passengers Hurt When Train Ditched Near Sharbot Lake. Five Ottawans and four others were injured, though not seriously, when two day coaches and a sleeper of the west-bound C. P. R.. Montreal - Toronto train were derailed at 2.30 yesterday morning near Sharbot Lake.

The sleeper after leaving the rails turned over on its side in a ditch, but the two day coaches, although they left the rails remained upright. The train was not travelling at a high rate of speed at the time and this is taken as one explanation as to why more serious consequences did not attend the derailment.

The official list of Ottawans injured. given out by the C.P.R. is as follows:

Mr. C. A: Connolly, 366 Waverly street, knee and ankle cut.

Mr. Arthur Gibson, Holbrooke Apartments, shoulder injured.

Mr. J. H. McLaren, room 310 Booth Building, shaken up.

Mr. J. Mederic Lavoie, 172 Rldenu street, cut on back of head.

Mr. E. H. Hebert, 38 Ottawa street, back injured.

Other who received' injuries are:

Joseph Gibson, Ingersoll, right hip injured.

Mrs. W. J. Duncan, Toronto, side and hip hurt.

Captain .Hutt, 97th Battalion, Toronto, and and leg hurt.

G.. F. Graham, 86th Battalion, Hamilton, back and side injured.

So far as could be ascertained today all of the Ottawans in the wreck continued on their journey. The first notification of .the accident was received In Ottawa from Mr. M. J. Lavoie, who was on his way to Goderich with Mr. Pharand of Hull. The notification was to the effect that Mr. Lavoie. was not badly injured and was continuing his journey.

Mrs. Arthur Gibson also received a telegraphic message from her husband who is chief. Dominion Assistant entomologist, to the effect that he had not been seriously injured in the derailment and was proceeding on his way to Strathroy.

When news of the accident reached Perth and Smith's Falls, doctors were sent out and rendered whatever medical aid was required.

20/05/1918 *Ottawa Journal**Belleville*

Two are Killed in Christie Lake Wreck

Passenger and Freight Collide.

Several passengers hurt

A head-on collision occurred between a freight train going west and passenger train No. 22 from Toronto to Montreal, on the Canadian Pacific Railway at 4 o'clock yesterday a.m., near Christie Lake, Ont, which resulted in the deaths of Fireman Butland and Brakeman Martin of the freight train. The engineer of the freight escaped unhurt. The engineer and fireman of the passenger train were slightly injured, and many of the passengers, who were in their berths were considerably shaken up, but none was injured sufficiently to require medical care. The bodies of the two trainmen who were killed were removed to Christie Lake for the inquest.

Both engines were badly smashed, while the express and baggage cars on the passenger train were broken up, then destroyed by fire, which started from the gas tanks. The passenger train was not damaged. The tracks were badly torn up. The loss will be heavy, though it is stated that most of the contents of the express and baggage cars were removed before they were burned.

It was stated that the collision was due to the freight train overrunning its orders.

20/05/1918 *Ottawa Journal**Belleville**Mud lake*

COLLIDE HEAD ON RIGHT ON BRIDGE OVER MUD LAKE

Accident C P. R. Near Smith's Falls With Two Deaths.

THE ENGINES REMAINED ON TRACK ON BRIDGE

Some Railway Men Claim Freight Train Should Not Have Left Glen Tay

SMITH'S FALLS. Ont. May 20.

On the bridge 30 feet over Mud Lake, 22 miles from here, on the C P R., the express train which left Toronto Saturday night just before midnight for Montreal, and a freight train bound from here for Trenton, met In a head-on collision at 4 05 Sunday morning, resulting In the death of Fireman K. Butland. Trenton, Trenton, of the express, and Brakeman J. R. Martin, of the freight, whose home was at St. John, N.B. Both were young men and unmarried.

Engines on Tracks.

There were three men in the cab of the freight and two in the cab of the express train. Both engines remained on the tracks, but the baggage car and three or four freight cars went rolling down the embankment. A baggageman went down with his car and had a thrilling escape, as did others of the two crews. None of the engineers or firemen, numbering five. jumped as they had only the choice of staying with their engines or jumping down into Mud Lake, fully eighty feet.

No Passengers Hurt.

Like the baggageman, the engineer of the express. William Burnett, of Smith's Falls, had a remarkable escape from death, as he was thrown down the embankment, getting off with a few scratches. Engineer N. Lebo. of the freight, was seriously burned and injured. There were eighty passengers on the express, but railway officials said that none had been hurt, owing to the solid steel construction of the train. The C.P.R. officials made up a special train, taking the passengers on to Montreal.

Blame the freight.

An investigation was begun yesterday afternoon by the railway officials to place the blame for the collision. An inquest has also been ordered by the crown attorney. One railway man said last night that the freight train should have let the express pass at Olen Tay. Why the freight did not stop at Glen Tay or wait for the passenger train waa not explained

Brought Body Back.

The body of the late James Patrick Martin, brakeman on the freight train. whs was killed, was brought here on Sunday evening. He had come here from St. John. N.B., a couple of weeks ago. He was 24 years of age and unmarried.

F. Butland. fireman on the passenger train, who ran out of Smith's Falls was also killed, but hie body has not reached here. His home was formerly in Trenton but he lived here for the past year. He was unmarried. Two of the injured, fireman Simons of the freight train and Burnett of the passenger train, were brought here on Sunday afternoon. Simons has his face bruised and Burnett is suffering from a sprained knee and scalp wounds.

Blame the Freight.

C. P. R. officials at Smith's Falls today stated that the responsibility for tha wreck rested upon the crew of the freight train who apparently forgot to allow for the fact that No.12 (the passsnger train) was running. Instead of leaving a clear right of way, as they should have done, they proceeded along the line to the scene of the head-in collision.

25/08/1922 *Eastern Ontario Review* *Belleville*

Stepping from one track to another to avoid a train, James Lavender, a farmer residing near Port Elmsley, a few miles west of Smiths Falls was struck and killed by a C.P.R. express train. Lavender had driven his cows to pasture and was walking home along the tracks when struck. He was 82 years old and partially deaf and is survived by four sons and two daughters.

27/02/1926 *Toronto Star*

Belleville

Glen Tay

Sixteen are injured in head-on collision

One man thought seriously hurt - others receive but bruises

Perth Ont. Feb 26 Sixteen people were slightly injured, one seriously, when a C.P.R train crashed head-on into a waiting freight train at Glen Bay (sic) three miles from here this afternoon. Albert Labelle of Montreal, who is not expected to recover, is in hospital there.

An open switch threw the passenger train into a siding where the freight was standing at the station at Glen Bay (sic). The engine crew, Walter Norris and A. Bourne, Toronto leaped to safety when they saw the crash coming and escaped with bruises. Norris is the most seriously injured of the two and is in hospital here.

One of the Toronto people who were slightly bruised was Mrs. J.W. Hobday of the Bernardo Homes, 538 Jarvis street, Toronto. The passengers included the Ottawa professional hockey team and a number of the players received bruises. They are Frank Ahearn, manager; G. Boucher, E. Campbell, P. Green, Alex Smith and Alex Connell. Others who received minor injuries were: W.O. Sobel, Philadelphia; W.O.L. Hazel, Montreal; Mrs B.G. Cullen, Florence, Italy; Mrs. T.G. Potter, Montreal; Sister St. Stephen, Montreal; S.S. Etienne, Montreal; Miss H. Page, Ottawa and Miss A. Dodds, Hamilton.

The train was the fast Canadian Pacific passenger No. 20 ("The Canadian") bound from Chicago to Montreal. It is due in Montreal about seven o'clock to-night.

30/04/1928 *Ottawa Citizen*

Belleville

Bolingbroke

Smiths Falls. Engineers Body Only recovered, 2 are missing

Believed fireman and brakeman of C.P.R. freight are killed when a fall of rock causes derailment.

Though three men are believed to have been killed when the engine and a number of cars of a Canadian Pacific Railway freight train were derailed in a rock cut 30 miles west of here last night, so far only the body of Engineer M.M. Caterine has been recovered from the wreckage. Brakeman D.R. Wood, who with the engineer was from Smiths Falls, and Fireman M. MacKenzie, of Havelock are missing.

The derailment was caused by a fall of rock from about 30 feet up on the north side of the cutting according to the railway officials.

Fourteen cars altogether left the rails.

Caterine was 40 years of age, MacKenzie 26 years old and Woods 33 years old. Mrs. Caterine, mother of the engineer, is in critical condition following the shock of her son's death.

The body of Caterine when recovered was severely burned by the steam from the boiler, which had burst. The engine throttle was shoved in, indicating he had seen the danger and had ineffectually tried to stop the engine.

The rock which fell and caused the accident is thought to have been loosened by spring freshets. A huge pile of rock had blocked the track of the locomotive.

<http://news.google.ca/newspapers?id=N3MuAAAIBAJ&sjid=ntkFAAAAIBAJ&pg=6756,6021026&dq=railway&hl=en>

22/05/1928 *Ottawa Citizen*

Belleville

Bolingbroke

Large gangs of men are now at work eliminating the two causes of recent wrecks on the Canadian Pacific Railway line between Smiths Falls and Toronto.

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The stretch near Bolingbroke which was the scene of another serious wreck, has also been improved. The track at this stage is cut through rock and men are now employed in cutting this away so that there will be no further danger of loose boulders sliding down onto the track and derailing trains.

18/07/1942 *Ottawa Citizen*

Belleville

Glen Tay

12 persons hurt in train collision in Lanark county

9 passengers, three crewmen slightly injured as freight and express crash at Glen Tay.

Nine passengers and three train crew members were injured slightly early today when a fast freight train collided with the Montreal - Toronto express at Glen Tay station in Lanark County, the Canadian Pacific Railway announced.

The C.P.R. said the cause of the collision, at 2.28 a.m., has not yet been definitely determined. The line was blocked until 6.55 a.m.

C.P.R. train No. 904, fast eastbound freight, pulling into Glen Tay at 2.28 this morning, struck passenger train No. 21, which was standing on westbound main track in front of the station," the C.P.R. said.

"Eight cars on No.904 and one coach on No. 21 were derailed. Two members of the crew of No. 904 and one member of the crew of No. 21 and nine passengers were injured, none of them seriously. The line was cleared by 6.55 this morning.

List of injured. (included F.E. Lindsay, baggageman, Toronto; M. Cousineau, fireman, Smiths Falls; J. Duffy, fireman, Smiths Falls.)

News of the derailment caused considerable excitement in Ottawa this morning. Many Ottawans were aboard the train which left Union Station here at 11 o'clock last night. The newspaper and railway offices handled many calls from friends anxious to find out whether any of the passengers had been killed or seriously injured. They were relieved to hear that only a small number of the passengers had been hurt, and these slightly.

The morning train from Toronto, due to arrive in the Capital at 7.30, was two hours late, coming in at 9.30

24/05/1946 *Ottawa Citizen*

Belleville

Perth

Struck by train, Perth woman dies.

Struck by a CPR freight train at the foot of Queen street shortly after 11 o'clock this morning. Mrs.Mary Hall, 62-year-old resident of the nearby town of Fallbrook, dies of her injuries shortly after five o'clock today in hospital. An inquest will be held on Tuesday.

According to Police Chief Carson Smith of Perth who investigated, Mrs. Hall was struck by the slow moving freight train, severely injuring her hip and causing numerous internal injuries. The train came to a stop almost instantly. It is believed that Mrs. Hall was unaware of the approach of the train.

In charge of the train were Conductor Roy Britton and Engineer Pete Hanson, both of Smiths Falls.

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06/08/1951 *Ottawa Journal*

Belleville

Perth

Derailement Tears CPR Line Near Perth

SMITHS FALLS, Aug. 6 (Staff) Traffic on the CPR main line was delayed briefly last night when one box car of an eastbound freight train jumped the tracks during switching operations a mile east of Perth. No one was injured.

The derailment resulted in a stretch of track being ripped up. Rail official said service could continue over another track.

Provincial Police Corporal H A. Caldwell and Constable Bud Mitchell of the Perth detachment investigated the accident. A wrecking crew was despatched to the scene from the Smiths Falls rail shop to clear the line.

Perth-Montreal CPR Local Ending 62 Years Service

Perth April 25

After 62 years continuous service on the CPR, the Perth-Montreal local will make its last run on Saturday night when it reaches Perth at 9.30.

From time to time during the past decade the company has threatened to discontinue this train, but pressure was brought to bear by local councils and citizens and the train continued.

\$24,000 loss

According to CPR officials, the company has been losing money on the operation of this train and figures presented by officials show that nearly \$24,000 was lost last year.

Statistics show that the average passenger use from Perth to Smiths Falls is 1.2 daily and from Smiths Falls to Perth 2.2 daily

During the long time that this train was in service many changes have been made in the personnel. For many years the train crews were not changed too often with the result that the members made their personal residence in Perth.

Of late years, most of the crew died or were superannuated until the entire crew was made up of residents of Smiths Falls or other points east.

No Station at First.

When the train first began its run to Perth it stopped at a point which is now used as an unloading platform. After the line was built west of Perth the present station was erected.

For a number of years the "local" run was to Glen Tay where it was turned on the "Y". Before the advent of larger engines the engine was reversed on a turntable near the engine house.

A passenger service by motor bus will be inaugurated by the CPR from Smiths Falls to Perth for passengers arriving from Montreal for Perth at 8.25 and passengers who disembark from the Brockville-Ottawa train at 8.48.

In addition on Sunday afternoon beginning on April 27, a bus service will be operated between Perth and Smiths Falls for passengers going to Montreal at 5.00 p.m. and those going to Toronto at 4.50 p.m. The bus will leave Perth at 4.10 to make train connections

18/07/1955 *Ottawa Journal**Belleville**Perth*

Escapes Death when Car Hit By Express Train

Perth July 18. John Mervyn Roberts, 52., of Lanark, narrowly escaped death Saturday afternoon at 4.20 when he drove into the path of eastbound CPR passenger train No. 36 at Wilson street crossing in Perth.

Mr. Roberts was driving south on Wilson street and stopped on the north side of the track to permit a westbound freight train to pass. He was alone at the time. When the freight had passed he drove on to the track. The express struck his sedan car and knocked it through a guard fence and into the ditch.

Mr. Roberts was given medical attention at the scene of the accident by Dr. A.E. Fowler of Perth and removed by ambulance to the G.W.M. Hospital where it was found he was suffering from a concussion and lacerations. His condition is not considered serious.

The accident was witnessed by Alex Kay of Perth who had stopped his car on the south side of the tracks to permit the trains to pass. Mrs. Robert Dixon, who resides near the crossing, was also a witness.

Mr. Meraw of Smiths Falls was the engineer on the passenger train and Thomas Broughan, Hudson avenue, was the conductor.

Police Chief C. H. Thompson of Perth and Constable Willam Ritchie investigated the accident.

09/05/1968 *Ottawa Journal**Belleville**Perth*

Soon to be closed

Perth. The CPR station at Perth will soon become a deserted landmark

The station agent there, Dalton Campbell, was advised this week by W.J. Bowles, general manager of Canadian Pacific Railway, that it is the company's intention to close the Perth station. Several other stations in the Trenton division are scheduled for closing. The earliest closing date was set for July 28.

The present station staff including the express service is five.

The pickup and express delivery will be handled out of Smiths Falls when the Perth station closes. Telegrams will be handled through the Kingston office. It is expected that the CPR will inform the public in more detail as to the new setup in services.

The last two passenger trains to stop at Perth were discontinued Jan. 24, 1966. In the 1930's 14 passenger trains came through Perth each day.

Marathon Realty, a section of CPR, notified Perth town council that it would co-operate in leasing a 3 1/2 acre section of land at the station for an industry. Any construction on the property would have to be on a longer term lease.

23/03/1971 *Ottawa Journal**Belleville**Tichborne*

A Laxative Lagoon

TICHBORNE, Ont. (CP) Service was expected to be regular again today on the CP Rail line through here following a derailment Monday that dumped thousands of gallons of laxative near a swampy area.

The Ontario Water Resources Commission was investigating whether the milk of magnesia magnesia would affect wildlife In the area, 30 miles north of Kingston.

08/05/1974 *Ottawa Journal**Belleville**Perth*

Canadian Pacific work crews are still at work in Perth clearing rubble and righting box cars overturned in a derailment Monday. The westbound track has been opened, but some repair work remains to be done. The eastbound track through town is still closed. Three box cars of eight which flipped off the track are still in a nearby ditch. CPR officials blamed a burnt-out journal in one box car for the derailment. There were no injuries.

05/07/1976 *Ottawa Journal**Belleville**Perth*

30 rail cars jump track near Perth

PERTH (Special) No one was injured when 30 cars of a 94-car CP freight train were derailed near here about midnight

Perth OPP said a "hot box" in one of the cars caused the derailment. A hot box occurs when the gears overheat and jam causing the wheels to seize.

Damage to the rail line is extensive, police said. The line will be closed for at least 24 hours until heavy equipment equipment can clear the debris.

05/07/1976 *Ottawa Citizen**Belleville**Perth*

Perth. Canadian Pacific Railroad crews are working today cleaning up the aftermath of a train derailment along the main line four miles east of here.

Thirty cars of a 94-car freight train bound for Montreal from Toronto went off the tracks about 11.30 p.m. Sunday. The freight cars were piled two and three high in places.

CP Rail officials said that there were no dangerous commodities being carried by any of the derailed cars. Most of the cars contained wood and building materials.

There have been no estimates made of the damages caused to the rail line and the cause of the mishap has not yet been determined.

Five hundred feet of track were torn up in the derailment. CP Rail spokesman Herb Brookes said that they hoped to complete repairs by midnight tonight.

Meanwhile all freight deliveries between Toronto and Montreal have been postponed.

Railway officials said there were no injuries in the mishap.

Monday Rail line clean up goes on

PERTH Freight train operations on the westward section of the CP Rail line resumed at 8 a.m. today as crews continued to clean up the aftermath of a major train derailment late Sunday, a CP spokesman said.

Thirty cars of a 94-car freight train were derailed near here and about 1,000 feet of track was torn up in the accident which was apparently caused by a broken axle in one of the cars, the spokesman said.

He said 14 of the derailed cars had been righted. He did not know when the eastbound line would be back in operation. "It will be several days before everything is back to normal."

In the meantime, he said, freight cars will be re-routed over CN tracks via Brockville to Brighton in both directions.

No one was injured in the accident and damage could reach \$1 million.

The affected line lies on the Toronto-Montreal run.

30/12/1977 *Ottawa Journal**Belleville**Perth*

Train derailment blocks Perth traffic

PERTH Traffic was blocked off in and out of the west side of Perth Thursday evening after a tank car on a west bound CPR freight train derailed. The derailment occurred about 5 p.m. and the train was moved off the Wilson and Drummond Street crossings about 8 p.m. Traffic in and out of town had to be rerouted to Glen Tay, four miles west of here. The derailed tank car loaded with molasses remained upright near the CPR station on Herriott Street. Workmen began repairing about 100 feet of track Thursday night and a crane was dispatched from Toronto to lift the car back on the track. Eastbound trains were switched onto the double track around the scene of the wreck.

20/09/1979 *Ottawa Citizen**Belleville**Wemyss*

Twisted wreckage of train strewn for 360 metres (with picture)

WEMYSS (Staff) Perth resident Murray Blair, who arrived at the scene of a train-truck crash here minutes it happened Wednesday evening, said the cab of the trailer was sitting undamaged just across the tracks when he got there.

"The train had hit the tractor-trailer just where the cab joins the rear section that's probably what saved the driver's life," Blair said today. "The driver told me he had driven that road every day for a month on trips to Cornwall.

"He said he slowed down and put it into low gear and just as he got the cab up on the tracks he saw the train's light," said Blair. "He put his foot to the mat but he knew he wasn't going to make it, but the action of his wheels when the train hit probably saved him from being dragged back into it."

Blair and his friend George Per-kins, who heard the train whistle at his home two kilometres away before the crash, found Butterworth still in the engine, his ankle broken by a log from the tractor trailer that had smashed through the window.

Coburn was sitting in a nearby ditch with blood from his torn ear dripping down his face, said Blair.

The train's 24 cars were strung along a 360-metre stretch of track. Some were piled 15 metres high. One of the engines turned completely around on impact.

Most of the cars were carrying new GM cars destined for St. Therese, Que.

Four cars normally used to transport gasoline, wax, and asbestos were empty. The train was also carrying a few carloads of auto parts.

The tractor trailer was left lying in a deep ravine at the side of the track.

Two auxiliary trains from Toronto and Montreal arrived here at about 1.5 a.m. to begin hauling the twisted wreckage off the track.

More than 150 metres of ruined track must be replaced.

Freight trains leaving Montreal and Toronto were delayed Wednesday and are now being rerouted on Canadian National Railway lines. Passenger service was not affected.

CPR officials expect the cleanup operation and repair work for the tracks to take about another day. The track is expected to be cleared by 4 a.m. Friday

11/10/1979 *Ottawa Journal**Belleville**Perth*

Despite efforts by history buffs, the old CP Rail train station in Perth fell to the wreckers this week. The station (picture above) built before the turn of the century will be replaced by a new building. CP Rail said it would be too costly to heat and maintain the old structure. The town's architectural heritage group and council had considered purchasing the old station to use as a museum but the cost of buying and moving it was prohibitive, and council lacked the authority to stall the demolition.

02/01/1986 *Ottawa Citizen**Belleville**Sucker Lake*

With picture.

A 90-car freight train derailed in an isolated area near Sharbot Lake Tuesday, spilling a dangerous chemical that could have caused an evacuation in a populated area.

Railway workers were building a dike today to contain the substance after one of the cars tumbled into Sucker Lake, about 150 kilometres southwest of Ottawa. The CP Rail derailment could have been dangerous enough to call for an evacuation if it had happened in a populated area, said Jim Renahan of Spills Action Centre, a provincial environmental agency.

No one was injured when the Toronto-bound train crashed about 7:30 p.m., tearing up about one kilometre of track. About 35 flat cars and eight diesel locomotives left the main Montreal-Toronto line.

Four containers, each containing 18,000 kilograms of the crystalized food preservative sodium hydrogen sulphite, were thrown from flat cars.

One container broke through the ice on the shallow water and cracked. CP Rail spokesman Herb Brooks said the crack is above the water line and while a small amount of the chemical may have leaked into the water, it has been determined that it wasn't enough to cause concern.

The chemical, when mixed with water, forms an acid and the resulting fumes can cause severe burning to eyes, skin and lungs.

Federal and CP investigators are trying to determine the cause. While there are no firm damage estimates, Brooks said the tally will likely be "several million dollars."

The lake drains into Bobs Lake, which is part of the drinking water system used by Perth-area residents. Provincial officials have said there is no immediate cause for concern.

The only resident near the crash site said he was warned not to drink water from the small lake by the O.P.P. "They said don't drink the water until everybody's sure," said Andrew Mathewson, 25, of Bay Street in Ottawa. He was spending the holiday at his family's cottage near the crash.

The accident site is five kilometres from the nearest road and can only be reached by foot, snowmobile or air.

Brooks expects the tracks to be clear by Saturday, and until then, traffic will be re-routed to the Canadian National line between Brighton and Brockville.

Passenger service on VIA Rail will not be affected.

The train was travelling about 70 km/h along a 10-metre embankment on the edge of the lake when it left the tracks, about 13 km from Sharbot Lake.

It was travelling within the recommended speed limit.

Mathewson said: "It looked like two of the engines had uncoupled and de-railed, but continued along the track for about a half-mile, ripping the track and splintering ties. It's a real mess."

SHARBOT LAKE - A citizens' railway safety group called Friday for a public inquiry into Tuesday's train derailment, as cleanup officials reported success in containing partially-sunken cargo containers filled with an acidic chemical.

Harold Morrison, chairman of the M-TRAC Rail Safety Organization, said: "This is a frightening wreck and I have a feeling there's a lot more (to it) than what you see."

Although the Canadian Transport Commission has announced an official investigation into the derailment of a CP freight train carrying more than 80 tonnes of hydrogen sulphate at Sucker Lake west of Perth, Morrison says a full-fledged public inquiry is needed.

He said he is "concerned about the speed of the train and how it was being operated on New Year's Eve" and questioned how safe it was to have 12 locomotives on a train.

M-TRAC, which stands for the Metro Toronto Residents' Action Committee, was formed by 25 community groups in Toronto after the 1979 Mississauga train wreck. CTC spokesman Evan Browne said public inquiries are reserved for fundamental policy issues affecting rail traffic across the country.

CTC officials and the provincial environment ministry also said Friday it is unlikely any charges will be laid in connection with the incident.

Meanwhile, cleanup crews at the wreck site, about 120 kilometres southwest of Ottawa, said Friday the cost of the accident and cleanup could run as high as \$12 million.

Thirty-five cars and eight locomotives are crumpled along a rail line flanked by a rock cut and the lake.

After earlier attempts to build a sand and gravel dike failed, workers managed Friday to build a plywood retaining wall around two cargo containers filled with hydrogen sulphate that crashed into the lake.

The plywood wall, sunk about one metre into the lake bottom, is a precautionary measure should the cardboard and plastic barrels in the rail container begin to leak.

Stan Kaplan, the Canadian Transport Commission's director of dangerous goods, said Friday the water under one of the partially submerged rail containers showed a slight acidity but levels were normal in other parts of the lake.

Kaplan said one or two barrels inside the rail container may have burst during the derailment, sending a spray of powder over other derailed cars and in the immediate vicinity of the chemical containers.

He said the acid levels were not enough to affect any form of life in the lake.

If all goes according to plan, the containers will be hauled gently out of the lake on Tuesday, he said.

Cleanup crews are also struggling to soak up thousands of litres of diesel fuel oil which seeped onto about 450 metres of frozen lake.

By late Friday afternoon, about 5,000 gallons of oil had been removed from the lake surface by cleanup crews using sponges to soak up the oil and shovels to scrape off the surface layers of ice, slush and oil.

Kaplan said test holes dug into the ice showed no oil was getting into the lake.

Glenn Swanson, CP's general manager of operations for the eastern region, said the train was travelling within the regulation speed of 45 to 50 miles an hour for unpopulated areas

Toxic drums removed individually. With picture.

About 100 barrels filled with toxic chemicals were being removed individually early today from a rail container that crashed into Sucker Lake during a train derailment New Year's Eve.

CP Rail crews used huge winches to lift one partially-submerged rail container from the isolated lake Saturday, but the second was too badly damaged to be lifted from the water while loaded.

A spokesman for CP said cleanup of the second container should be completed by day's end.

The shipment of sodium hydrogen sulphate was part of a 36-car derailment near Sharbot Lake, about 120 kilometres southwest of Ottawa.

The chemical makes sulfuric acid when mixed with water. Cleanup crews built a dike of sand, gravel and plywood around the submerged cargo to make sure the lake wasn't polluted in case of leaks from the containers.

Before they could get to the chemical, workers had to tackle other smashed containers that fell on the rail cars during the train wreck.

Stan Kaplan, the Canadian Transport Commission's director of dangerous goods, said the weekend salvage was time-consuming, but went according to plan.

"It is better to do it slowly and carefully than to do it quickly and screw things up," Kaplan said.

As the first container was pulled from the water, a small amount of chemical spilled onto the sandy embankment of the rail line, and was immediately neutralized with sodium carbonate.

Both CP and environment ministry officials regularly checked the water around the crash site for evidence of acidity, but concluded the spill was successfully neutralized.

Jack Pruner the environment ministry's officer for the Kingston area, said the chemical posed little danger to life in the lake.

"It's very localized and there's not enough to cause too much of a problem," said Pruner.

"We're fortunate the cars weren't carrying chemicals of a more toxic nature."

He said a greater environmental hazard was posed by thousands of litres of diesel fuel oil that seeped onto part of the frozen lake.

Most of the 22,700 litres has been sponged off the surface, and Pruner said the extent of damage will not be known until spring thaw.

In the meantime, he will conduct regular tests to make sure no fuel leaves the lake, entering the water system that supplies drinking water to Perth.

Eight locomotives and 36 cars of the 90-car train derailed in the accident, tearing up a kilometre of track.

The CTC, which suspects track problems caused the crash, is conducting an inquiry.

Four containers, each carrying 18,000 kilograms of the food preservative, were thrown from flat cars when the Toronto-bound train cr--

OPP believe train hit man who died by lake

CPR says crew had no reason to believe anyone was struck

BY DON CAMPBELL A Kingston-area family is grieving the loss of a son after a bizarre tragedy early Sunday morning near the family cottage on Farren Lake, north of Sharbot Lake.

Jamie Stuart, 26, and most recently of Ottawa, died after sustaining massive head injuries, which Ontario Provincial Police investigators believe were caused when he was struck by a Canadian Pacific Railway freight train as he and two friends stood near the tracks shortly after 3 am.

CPR personnel however, searched the train in question, interviewed the crew and found no evidence the man was struck.

CPR public affairs official Michel Spenard said from his office in Montreal that the train's crew remember seeing two men standing in front of a vehicle that had its headlights on and was parked a safe distance from the tracks.

He said the crew did not see a third person and had no reason to believe anyone had been struck by the train.

"Our own police did a , thorough investigation of our train and found no evidence any cargo had shifted or fallen off and no evidence of anything," Mr. Spenard said. "Our crew did remember seeing two people standing back from the tracks. They could see the two in their headlights. But the train was only travelling about (60 kmh) and they had no reason to stop. For sure, they would have if they had thought they had struck something."

OPP first received a call about the incident after Mr. Stuart's two friends had already taken him to hospital in Perth. When police arrived, hospital staff were in the process of sending the injured man by land ambulance to hospital in Ottawa, where he died later Sunday morning.

Police investigated the circumstances of Mr. Stuart's death through Monday and, satisfied no foul play was involved, turned the matter over to the regional coroner's office.

Mr. Stuart spent most of his life in and around Kingston, and his parents Bruce and Eleanor and brother Rob live in Sydenham, just north of the city.

The Stuart family declined comment when reached.