

Local Railway Items from Area Papers - Good Roads Train

15/06/1901 *Ottawa Journal*

Other

Good Roads Train

ARRANGEMENTS RE MODEL ROADS
MADE BY GOOD ROADS CONVENTION

In Three Weeks a Good Roads Train Will Start Through Eastern Ontario.

All the more important arrangements for the good roads train, which is shortly to construct stretches of model permanent roadways throughout the various counties of Eastern Ontario, were made yesterday afternoon at a meeting held in the Eastern Ontario Good Roads Association in the committee room of the Journal office.

The train will probably start work in about three weeks in the vicinity of Brockville and work down the St. Lawrence, and up the Ottawa rivers.

19/06/1901 *Ottawa Citizen*

Other

Good Roads Train

Carleton County Council
FOR GOOD ROADS.

The Eastern Ontario Good Roads association wrote asking for a grant to help defray expenses in connection with the good roads train which will travel through the eastern counties next month, when a mile of model road will be built.

The council was also asked to designate where the road would be built. to supply the stone, three cords of wood for the engine, and men to assist in crushing the stone.

22/06/1901 *Ottawa Journal*

Other

Good Roads Train

Good Roads Train

The above a cut of the Good Road Train, which is shortly to proceed through the various counties of Eastern Ontario, building short stretches of model permanent road.

All the preliminary arrangements for the train were completed at a very important meeting- of the Eastern Ontario Good Road Association, held in the committee room of the Ottawa Valley Journal, at Ottawa this week. . The Ottawa, Valley Journal is the country edition of the Evening Journal.

The object of the good roads train is to, under the management of the Eastern Ontario Good Roads Association assist in the building of short stretches of permanent roadway, calculated to serve as an example to the farmers of the neighboring country.

Such stretches will each be a mile in length, and will be constructed in ten counties surrounding Ottawa.

The Good Roads Association is being assisted by:

The Sawyer and Massey Co of Hamilton, which is supplying; the road machinery and experts.

The Canada Atlantic, the Canadian Pacific, the Grand Trunk and the Ottawa and New York Railway Companies, which are transporting the machinery and experts in charge, free from county to county.

The Canadian Portland. Cement Co., of Deseronto, which is supplying the cement for the culverts.

By grants and practical assistance from the county and township councils Interested.

The road making machinery to be supplied free by the Massey and Sawyerr Co, will be:

- One stone crusher, capacity 75 to 100 cubic yards per day, with

- Elevator and rotary screen for grading the broken stone.

- One set bins for receiving the stone.

- One traction engine for supplying power and moving the crusher.

- One road roller.

- One road grader for excavating.

- Two spreading waggons for distributing broken stone.

- One grading plough.

- One wheeled scraper.

- One drag scraper.

- Six sets of Conerik [sic] moulds.

The railroads will transport the machinery free from place to place.

Provincial Road Instructor A. W. Campbell, C.E., will exercise a general supervision- over the various operations.

Mr. H. B. Cowan, editor of the Ottawa Valley Journal is the secretary of the Good Boada Association and was largely instrumental in its organisation.

It is expected the operation to be conducted by the Good Bond Association will have splendid educational effect.

27/06/1901 *Kemptville Telegram*

Good roads

Good Roads Train

KEMPTVILLE GETS IT.

THE TELEGRAM has much pleasure in announcing that one mile of sample good roads to be constructed by the good roads train for instruction purposes will be between Kemptville and Kemptville Junction. There is probably not a worse piece of road in the whole county nor one where the Good Roads Committee will have a better opportunity of affording instructions. The TELEGRAM takes special pride in this matter as it has for the last two months been advocating this matter and the influence it brought to bear in no small degree influenced the decision. Not only did the council of Kemptville call a special meeting, but in accordance with The TELEGRAM'S suggestion the Reeve of Kemptville and councillor Anderson visited, the Oxford council and prevailed upon them to make the necessary provisions made and the strong plea put in the hands of the county councillors of this district were responsible for the result obtained

The TELEGRAM is glad to see this result obtained and hope that it may be but the beginning of better things in the way of good roads for this locality.

We have nothing but good to result from such efforts as those of our esteemed fellow townsmen County Councillor Anderson and our neighbor, Mr. Hughes.

When Mr. W. H. Anderson was elected to the Counties Council this year many of our country friends had serious doubts as to the advisability of electing a town man in place of a farmer who would be likely to know and do more in the interest of the country. But with characteristic energy Mr. Anderson has not only succeeded in obtaining a new sidewalk for the bridge approaches but also the one mile of "Good Road" where it was so sadly needed between this village and the Junction. In these matters we are indebted as well to Mr. Hughes, who has spared no effort in the interest of this district.

Between this town and Becketts Landing there is a piece of road which I might well receive the joint attention of the townships council and that of our village.

WILL START NEXT WEEK

EVERYTHING READY FOR THE GOOD ROADS TRAIN

ROUTE OF THE TRAIN

The route of the good roads train will be as follows:

From Hamilton the train will proceed direct to Gananoque, a point in Leeds county, where the St. Lawrence river, in which vicinity two sample stretches of road will be built. The first stretch is to the north of the town and is very uneven and hilly. On its completion the machinery will be taken into the town, where a rousing good roads convention will be held. The second stretch, which is near Lansdowne, will next be treated and a small meeting be held at that point.

From Lansdowne the train will go to Iroquois, where a stretch will be built, leading directly into the village. Both the above points are on the line of the Grand Trunk Railway.

The next point after Iroquois will be a stretch of road leading into the Canada Atlantic station at Alexandria in Glengarry county. From this point the train will run up to Ottawa over the C. A. R. line and back to Plantagenet, in the United Counties of Prescott and Russell, over the C. P. R. lines, where the road between the station and the village will be improved. This stretch is very bad and promises to make a splendid object lesson. Returning to Ottawa the train will proceed over the O. and N. Y. tracks to Newington in Stormont county, and afterwards back again to Ottawa. The C. A. R. line between Ottawa and Pembroke will then be used. The first stop will be at Bells Corners in Carleton county, the second at Carp, also in Carleton county, and the third at Eganville, in South Renfrew. From Eganville an advance will be made to Pembroke, where very bad stretch in Pembroke township leading into the town of Pembroke will be handled. The C. P. R. lines will here be taken by the train, which will run down to Almonte, in Lanark county, where a stretch a short piece out of the town will be handled. From Almonte the train will proceed by way of Ottawa to Kemptville, where the road leading from the station to the town has been selected for a demonstration. This piece of road is known all over eastern Ontario, particularly by commercial travellers, for its bad qualities. It will be the last point at which the work will be done. The train will return from there to Hamilton by way of Prescott.

08/07/1901 *Toronto Star*

Other

Good Roads Train

THE GOOD ROADS TRAIN

Mr. A.W. Campbell, Deputy Minister of Public Works goes down to Gananoque to-night, whence the good roads train starts to-morrow upon its tour of demonstration through ten of the counties within the scope of the Eastern Ontario Good Roads Association.

10/07/1901 *Ottawa Journal*

Other

Good Roads Train

GOOD ROADS TRAIN IS OFF

LEFT HAMILTON FOR GANANOQUE YESTERDAY

Threer Cars Loaded With Road Making machinery. Iroquois the Next Stopping Place.

The famous Eastern Ontario good roads train is now under way. It left Hamilton yesterday afternoon for Gananoque, on the St. Lawrence river, where the first two stretches of road are to be built.

Mr. H. B. Cowan, secretary of the Good Roads Association and editor of the Ottawa Valley Journal, to-day received a telegram from the Sawyer & Massey Co., of Hamilton, announcing that the train had left their factory. Altogether there are three cars loaded with machinery. There is so much machinery that considerable difficulty was experienced getting it all on the three cars. To save time in loading at further points it may be found necessary to secure a fourth car.

11/07/1901 *Kemptville Telegram*

Other

Good Roads Train

The Brockville papers had cuts of the Good Roads train which is there this week. After completing work in Leeds county it will proceed to Kemptville which is next on the list. The TELEGRAM will probably have cuts of the Good Roads train shortly.

GOOD ROADS TRAIN. Started Last Week at Gananoque - \$6,000 Worth of Machinery will be Supplied and Numerous Points will be Visited. The Good Roads train about which so much has been heard, started from Hamilton on Monday and made its first stop at Gananoque, in Leeds county. J. G. Devitt of Greenwood, the expert, who is in charge of the construction of the concrete culverts, began work about a week ago. He has already completed all the pipes that are required for the Gananoque section. H. B. Cowan of the Ottawa Valley Journal, who is in entire charge of the arrangements being made for the management of the train, and Major Sheppard of Queenston, who will have complete control of the machinery and men being furnished by the Sawyer & Massey Co. of Hamilton, returned last Saturday from a visit to the first stretches that will be touched by the good roads train. Mr. Cowan also completed all the final arrangements with the four railway companies which are assisting the enterprise by transporting the machinery and experts in charge free. The Sawyer & Massey Co. of Hamilton is treating the Good Roads Association in a most liberal and generous manner. Instead of only supplying between \$2,000 and \$3,000 of machinery for the train, the firm is now giving implements valued at about \$6,000. The extra machinery being supplied includes a 10-ton steam roller, valued at about \$2,000, a traction engine which will be used whenever possible to work the road grader instead of using horses, and a sprinkling waggon. It does not cost half as much to use a traction engine for working a road grader as it does to pay for three or four teams of horses. Another advantage is that a great deal more work can be done. Of course there are some cases where a traction engine cannot be used in this way but as a general rule its use is feasible. The "good roads train" hoped to demonstrate this fact. ROUTE OF THE TRAIN The route of the good roads train will be as follows: From Hamilton the train proceeded direct to Gananoque, a point in Leeds county, near the St. Lawrence river, in which vicinity two sample stretches of road will be built. The first stretch is to the north of the town and is very uneven and hilly. On its completion the machinery will be taken into the town, where a rousing good roads convention will be held. The second stretch, which is near Lansdowne, will next be treated and a small meeting be held at that point. From Lansdowne the train will go to Iroquois, where a stretch will be built, leading directly into the village. Both the above points are on the line of the Grand Trunk Railway. The next point after Iroquois will be a stretch of road leading into the Canada Atlantic station at Alexandria, in Glengarry county. From this point the train will run up to Ottawa over the C.A.R. line and back to Plantagenet, in the United Counties of Prescott and Russell, over the C.P.R. lines, where the road between the station and the village will be improved. This stretch is a very bad one and promises to make a splendid object lesson. Returning to Ottawa the train will proceed over the O. & N. Y. tracks to Newington, and afterwards back again to Ottawa. The C.A.R. line between Ottawa and Pembroke will then be used. The first stop will be at Bells Corners, in Carleton county, the second at Carp, also in Carleton county, and the third at Eganville, in South Renfrew. From Eganville an advance will be made to Pembroke, where a very bad stretch in Pembroke township leading into the town of Pembroke will be handled. The C.P.R. lines will here be taken by the train, which will run down to Almonte, in Lanark county, where a stretch a short piece out of the town will be handled. From Almonte the train will proceed by way of Ottawa to Kemptville, where the road leading from the station to the town has been selected for a demonstration. This piece of road is known all over eastern Ontario, particularly by commercial travellers, for its bad qualities. It will be the last point at which work will be done. The train will return from there to Hamilton by way of Prescott. WILL DO GREAT GOOD. There can be no doubt but that the object lessons which will be given by the train in the matter of building permanent roads in bad places will do more to advance the cause of good roads than probably almost anything else could. The trouble at present is that many farmers think that they know all there is to know about building good roads. They think that road machinery is not at all necessary, and therefore refuse to allow their township or county councils to purchase any. Many sections now have road graders, but the number of rural municipalities in Eastern Ontario which have stone crushers could easily be counted on a man's fingers. The "Good Roads Train" will go into many of these sections and will demonstrate just what improved machinery and experts can do in the way of building good roads. The number of different implements [sic] that are required will be shown, while a demonstration of the work of each will be given. The cost of the machinery, the length of time it takes to build a stretch of road, and the cost of building each stretch will be shown. A VALUABLE FEATURE. One of the most valuable features of the whole enterprise will be the demonstration that will be given in each locality to show how concrete culverts are constructed. In almost every township in Eastern Ontario nothing but wooden culverts are in use. Timber has been becoming scarcer every year until now the cost of building these culverts in most cases is heavy. Their worst feature, however, is the fact that they do not as a rule, last more than five or six years before they need some repairs, after which they have to be repaired more or less almost yearly. The average township spends several hundred dollars yearly simply making these repairs. The concrete culverts which the Good Roads Train will show how to make, do not cost any, or at the most, very little more than wooden culverts do, while they are practically indestructible. After they have been in the ground some time they become as hard as rock. Mr. Devitt, the expert, who, as already stated, has commenced to construct these culverts, has completed three concrete culverts at Gananoque. Two of these were 15 inch pipe and 25 feet long, while the third was 24 inch pipe and 22 1-2 feet long. For their construction he used about six barrels of cement which has been given the Good Roads Association free by the Canadian Portland Cement Co. of Deseronto. The actual cost of them culverts, had they been constructed by an ordinary laborer, as they can be, would have been about \$24. Three wooden culverts of the same size [sic] would cost almost, if not quite as much, and in some localities, even more.

GOOD ROADS TRAIN MOVING,

As will be seen in another column the good roads train has already started on its journey. The original programme would have brought the train here next week but at the suggestion of some of the most interested parties Kemptville was placed last on the list. While those who have to travel from town towards the junction will no doubt be disappointed at the delay we believe it will be the best thing in the end and will save our municipalities considerable expense. The farmers now are in the midst of haying and are unable to procure sufficient help. The greater portion of the labor in connection with the building of this mile of road will be contributed free by the farmers, if they can possibly find the time away from their farm work. If the train struck here next week as originally intended it would be impossible to get help. Everyone is head over ears in work at home and there is neither time nor men to spare. Later in season when the rush of work is over there will be no difficulty in this respect and instead of having to pay big prices for labor we will get it for nothing and get it cheerfully. Everyone is deeply interested in this good move and no doubt the scene of the work will be visited by hundreds of farmers interested in the experiment. Just now they have not the time even for that. Taking it altogether we think it is best for all parties interested (except the travellers and bussmen) that the work be deterred for a little. The sample road was built at Gananoque last week and we understand the one difficulty met with was the scarcity of labor.

20/07/1901

Ottawa Journal

Other

Good Roads Train

NOW AT WORK IN GANANOQUE

"GOOD ROADS TRAIN" IN OPERATION

First Stretch of Road Will Likely be Finished this Week. Coming to Ottawa.

The famous 'good roads train' is now in operation and is creating great interest.

Actual work was started last Tuesday morning on a stretch of road some six miles north of the town of Gananoque, Leeds county, on the St. Lawrence river.

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01/08/1901

Kingston Weekly British W Other

Good Roads Train

Lansdowne Locals

Lansdowne July 30. - The good roads train arrived here last week and are busy making a sample road near Firman Cross on the main road.

Captions to pictures

The above photograph was taken during the progress of the work in the town of Gananoque, and shows Road Commissioner A.W. Campbell, C. E. At work spreading the grader. It is estimated that by the use of a traction engine instead of horses, three times as much work can be done at about one-third the cost. Every township has a traction engine which, with a little fitting up could be used for this work and at a time of year when these engines are not in demand. This cut is the property of the Good Roads Association.

The above cut was taken at Gananoque, and shows the traction engine at work running the stone crusher. The stone is crushed as fast as four men can place it between the jaws of the crusher. The crushed stone is carried up the elevator shaft and dumped into the revolving screen at the top, where it is separated into three sizes and dropped into the bins below. On this side of the bins can be seen a spreading wagon receiving a load of the stone. On the extreme left a second wagon is ready to drive forward and receive a load. Between the engine and the crusher can be seen the 10 ton steam road roller. On the extreme right can be seen a part of the five-ton horse roller. From 15 to 20 cords of stone can be crushed and spread on the road in a day. This cut is the property of the Good Roads Association.

17/08/1901 *Ottawa Journal*

Other

Good Roads Train

THE GOOD ROADS TRAIN

WHERE IT IS NOW AND WHAT IT IS DOING.

The good roads train has practically completed the stretch of road at Lansdowne.

On Monday, Mayor Shepperd, who is in charge of the train, commenced loading the machinery on the cars preparatory to moving down to Iroquois, in Dundas county, where the next stretch of road will be made.

29/08/1901 *Kemptville Telegram*

Other

Good Roads Train

The Good Roads Train.

The Eastern Ontario Good Roads train commenced operations at Iroquois last Tuesday [sic] at noon, and by the next day at noon considerable work had already been done. The road which the Association is modernizing is that portion of the Carman road, west of the village, from the G. T. R. track to the north side of the fairgrounds. It was in a deplorable condition and one well suited for a test of the machinery and the ability of the roadmaking experts.

11/09/1901 *Ottawa Journal*

Other

Good Roads Train

THE GOOD ROADS TRAIN AT WORK

MAY BE SEEN BY VISITORS TO THE FAIR.

A Demonstration Will be Given at the Central Canada Exhibition Next Week.

The famous Eastern Ontario Good Roads Train, which has been attracting so much attention throughout the province, will build a short piece of model road at the Central Canada Exhibition during the week of the fair.

As many people in portions of this end of the province which will not be visited by the train are desirous of seeing the machinery at work, Mr. H. B. Cowan, of the Journal, the secretary of the Good Roads Association, has completed arrangements whereby a short stretch of road will be built at the fair so that the thousands of farmers who will be present will be able to see it.

The directors of the Central Canad [sic] Fair have kindly agreed to supply the necessary stone and the teams while the Good Roads Association will furnish the laborers.

The machinery will commence work every afternoon of the fair at two o'clock on machinery island. Some work may also be done in the mornings.

The train is now at work at Alexandria, in Glengarry county. Through the kindness of the Canada Atlantic Railway two flat cars are being supplied free to carry the machinery to and from the exhibition to enable the demonstration of the work to be given.

All the machinery will not be brought up but most of the more important implements including the steam road roller, crusher, traction engine, grader, etc., will be on hand.

The exhibition of the work for many country people will be one of the important features of the fair.

18/09/1901 *Montreal Gazette*

Other

Good Roads Train

The famous Eastern Ontario Good Roads train has arrived in Ottawa from Alexandria, and was taken out to the exhibition grounds early this morning.

17/10/1901 *Kemptville Telegram*

Other

Good Roads Train

SWITCHED OFF FOR THE SEASON

(Brockville Times)

The Eganville Star-Enterprise says that the Good Roads Train of the Eastern Ontario Good Roads Association, the motive power of which has been chiefly printer's ink and wind, has been laid away in cold storage at Carp to await more favorable opportunities of continuing next spring. It is another case of "Wait till you see us next year."

Our Granville county neighbors in the vicinity of Kemptville will not be likely to see this wonderful Good Roads Train for some time yet, and perhaps it is just as well for them that this is the case for in a very few weeks from now dynamite, which is expensive, would likely be a necessary factor in getting at the foundation of a good road.

If the Kemptville people really desire a mile of good road between their village and the railway junction they should go to work and build it at once and not wait for that Good Roads Train which is altogether too slow for the enterprising people of that vicinity.

17/10/1901 *Kemptville Advance*

Other

Good Roads Train

No Good Road Yet.

And we will have to wade through the fall mud and spring mud to the junction! The Good Roads Train, so the "powers that be" have informed us, cannot possibly reach here before next year. The outfit will winter near Carp and will start from there next spring to work at Almonte, Eganville and other points. Then will come Kemptville's turn. The following note, in reply to a query from us on this matter, was received last evening from H. B. Cowan of Ottawa, Secretary of the Good Roads Association: "Your favor of 12th to hand. In reply would say the Good Roads Train we expect will winter at Carp. The balance of the work will be finished as early next spring and summer as possible. The delays this year have been caused by bad weather inefficient help on part of the municipalities and the desire to make us do more work than we agreed to in the first place."

20/10/1901 *Kemptville Telegram*

Other

Good Roads Train

The Glengarian of Alexandria, speaking about this work, has this to say:

The work done by the Good Roads Train has effected a transformation in a piece of road that was considered absolutely hopeless. An inspection of the effects of the new system will convince the supporters of the old statute labor system how useless their work has really been."

The train is now at work at Plantagenet, in Prescott county, where a piece of road leading into the village of Plantagenet will be completed this fall if the weather remains fine. The next point after Plantagenet is Carp, in Carleton county. The machinery will probably be wintered at Plantagenet, so that no time will be lost starting the work next spring.

And so the good work goes on.

A SPLENDIED PIECE OF ROAD
HAS BEEN BUILT BY THE GOOD ROADS TRAIN
Work Done at Alexandria had Been a Revelation to all who Have Seen it.

The famous Eastern Ontario Good Roads Train, which has been at work all summer constructing short stretches of sample road in different counties as an object lesson, has just completed nearly three-quarters of a mile of road leading into the town of Alexandria, in Glengarry county

Major Sheppard of the Sawyer & Massey Co., who is in charge of the machinery, if the weather this fall remains fine, hopes to finish the work at Plantagenet and at Carp, in Carleton county.

31/10/1901 *Kemptville Telegram**Other**Good Roads Train*

Wait A Little Longer.

The Plantagenet correspondent to the Hawkesbury Standard, says.

The good roads train was brought here, but, sad to say, owing to the lateness of the season it had to be taken away again. If we only had good roads we might be sorry to see the snow come, but under the circumstances it cannot come too soon. We had built high hopes upon that model piece of road, we had dreamed that next spring would see a reformation throughout the townships, but we have to stay in the old rut a little while longer.

09/04/1902 *Lanark Era**Other**Good Roads Train*

The eastern Good Roads train will commence operations as soon as the roads are dry. It is not expected in Ramsay before July.

15/05/1902 *Kemptville Telegram**Other**Good Roads Train*

Good Roads Train.

Starts out on Another Year's Work.

The farmer's Eastern Ontario good roads train will resume work within the next week or week and a half on the stretch of road in Prescott county leading from the C.P.R. station to the village of Plantagenet.

The Sawyer & Massey Co. of Hamilton has sent word to Mr. Cowan, of The Journal, that two of their experts will reach Plantagenet this (Tuesday) morning to overhaul the machinery and get it in first-class condition preparatory to starting work. The company expects to have their machinery in even better working order than last year.

From Plantagenet the train will run up to Carp and then Eganville.

Major James Sheppard will be in charge of the work again this year.- Ottawa Journal.

10/07/1902 *Kemptville Telegram**Other**Good Roads Train*

Good Roads Train.

A big Good Roads gathering held in Carp yesterday on the occasion of the completion of the model stretch of road which has been constructed there by the famous Good Roads Train. About half a mile of model road, was built by the train. A number of Carleton county council members besides a large number of township officials were present. Speeches were delivered by several prominent men. The Good Roads Train arrived in Eganville the latter end of last-week..

10/07/1902 *Kemptville Telegram**Other**Good Roads Train*

Good Roads Train Coming

The Good Roads Train is now at work at Eganville, from there it will proceed to near Pembroke, then to Almonte and finally to Kemptville. With reference to the delay H. B. Cowan, secretary of Eastern Ontario Good Roads Association, has this to say:

"Two stretches of road have been completed already this year; one about three quarters of a mile in length, leading into the village of Plantagenet, in Prescott County and another half a mile long leading into the village of Carp in Carleton county

"The cause of the long delay in reaching Kemptville has been due to the fact that people in the other counties visited by the train are like those in your section in as much as they have all demanded that we should build them from a half to a full mile of stone road, whereas our original proposition was that we would build a third of a mile of stone road and roll and grade up the balance of a full mile.

"As to the time when the train is likely to reach Kemptville I do not like to predict but would say that we are doing our best to be there by the third week in August. We would like to hold a big "Good Roads" gathering in Kemptville on the completion of the work."

15/08/1902 *Ottawa Citizen**Other**Good Roads Train*

Almonte

The good roads train arrived here Wednesday. The morning was spent in unloading the machinery and transporting it a couple of miles out in Ramsay township, opposite Mr. D. Mohr's farm property, where they are to lay the stretch of "good" road.

GOOD ROADS.

The good roads train completed a stretch of model road at Pembroke last week and loaded the machinery for Almonte. It is expected that about three weeks will be occupied at the latter point when the train will move to Kemptville. The arrival here of this long promised train will be hailed with delight by the people who have occasion to make use of the Prescott road between here and the Junction. It has been so long in coming that many people have lost all hope of seeing the much needed improvement and have set it down as another scheme of the Ontario Government that was set on foot for election purposes. Whether this be so or not we will be glad of the improvement and will be deeply grateful to the good roads association for their part of it. The train will reach here by Sept. 1st and it is confidently hoped that the public have wallowed through the spring and fall mire for the last time. Due notice of the arrival of the train and the commencement of the work will be given in these columns and it is hoped that the authorities who have charge of our roads will attend and view the work and profit by the knowledge and workmanship of experts who have this work in hand.

Good Roads Train Coming

Major Shepherd, manager for the Sawyer-Massy Co., of Hamilton who has charge of the Good Road construction plans was in town yesterday and informed The Telegram that the train will be in Kemptville in time to begin work on Monday the 31st. In looking over the work to be done the manager has taken into consideration the large amount of traffic and has decided that instead of building an eight foot road, as is usually the case where lighter traffic passes over it, he will build a ten foot road. He is well pleased with the selection of the piece of road and also with the material furnished and says he will be able to do as good a piece of work as has been done since the train began operations. While in town Major Shepherd was accompanied by W.H. Anderson, merchant, who was a very material factor in securing the work at this place and should receive much credit from the municipalities benefitted thereby.

Good Roads Train.

The good roads train reached Almonte on Tuesday of this week, and on Wednesday the machinery was unloaded at the C.P.R. station and taken out to the ninth line at Mr. D. Moir's where the mile of good road is to be built. The machinery was unloaded and drawn out to the country with the traction engine, and it was a novel sight to see it steam through town, down the Bay hill and up the other side on its way out to the scene of operations. The men began work on the road on Thursday and by the beginning of next week will have everything in full swing. Almonte Gazette. - On the completion of the mile of road at Almonte the good roads machinery will be shipped to Kemptville. It is expected that a big convention will be held here when our road is completed at which we hope to see a large attendance. Some of the best speakers of Ontario will be present.

22/08/1902 *Almonte Gazette* *Other* *Good Roads Train*

The Star-Enterprise says Pembroke township did not complete its mile of good road which was being built by the good roads train, because it was costing the municipality too much. Only about half-a-mile was finished although stone enough was on the ground for the completion of the mile.

28/08/1902 *Kemptville Telegram* *Other* *Good Roads Train*

The Good Roads Train.

As announced in The Telegram last week the good roads train will arrive in town about the end of this week and be ready for work on Monday. The probabilities are that ere another issue of the paper reaches our subscribers the greater part of the road will be completed and we will be able to give some idea of the kind of work done. The work done by the train gang so far has been quite satisfactory and there is no doubt but the same will be the case at Kemptville. If it is a means of stimulating a more vigorous movement in favor of good roads the move will be of incalculable benefit to this locality. That was the idea the promoters of the movement had in view and for that reason alone The Telegram took the matter up at first and did everything in its power to have it put through. It would be a good plan for farmers and others interested in good roads to be on hand and see for themselves just how the work is done, they would then be able to judge for themselves as to its practicability. The work will be well under way by the middle of next week.

A telegram to W.H. Anderson announces that on account of the rain the Good Roads Train will not arrive here till Thursday.

29/08/1902 *Almonte Gazette* *Other* *Good Roads Train*

The good roads train is pushing on with the work at Mr. D. Moir's. A portion of the road has been completed near the foot of the hill at Mr. Metcalfe's. Work will be continued on the side road to the ninth line, and down the ninth towards Almonte for some distance.

04/09/1902 *Kemptville Telegram* *Other* *Good Roads Train*

As announced in last week's TELEGRAM the good roads train is expected here to day or to-morrow and will at once begin work on the piece of road between here and the junction.

11/09/1902 *Kemptville Telegram* *Other* *Good Roads Train*

Good Roads Train Here

The Good Roads train gang arrived here yesterday and the train is looked for every hour. It was delayed at Smith's Falls to be transferred. It will get to work at once and will no doubt be in full working order by the first of the week. A convention will be held sometime during the stay of the train of which due notice will be given through these columns.

18/09/1902 *Kemptville Advance* *Other* *Good Roads Train*

Good Roads

The Sawyer & Massey Machinery Now Making them at Kemptville

As announced in last week's TELEGRAM the Good Roads Train arrived here on Friday and the machinery is now at work making the opiece of road between here and the Junction

02/10/1902 *Kemptville Telegram* *Other* *Good Roads Train*

A good roads train belonging to private parties in Augusta, passed through the village on Monday on its way from Osgoode where it had been filling a contract for road work. The machinery was made by the Sawyer-Massey Co. and similar to that now at work here.

04/11/1902 *Ottawa Journal* *Other* *Good Roads Train*

HAS GONE OUT OF BUSINESS

FAMOUS GOOD ROADS TRAIN HAS COMPLETED ITS WORK

Model Stretches of Road Worth Over \$8,000 Have Been Built at Ten Points

The famous Eastern Ontario Good Roads Train has now gone out of business.

The Ottawa Valley Journal this week received a letter from the Sawyer & Massey Company, Hamilton, announcing that all the firm's machinery and men had arrived back in Hamilton safely after completing the stretch of road built at Kemptville. This then completes the work of the train.

Out of Business.

Famous Good Roads Train Has Completed Its Work.

The Ottawa Valley Journal says: The famous Eastern Ontario Good Roads Train has gone out of business.

The Ottawa Valley Journal this week received a letter from the Sawyer & Massey Co. of Hamilton, announcing that all the firm's machinery and men had arrived back in Harnilton safely after completing the stretch of good road at Kemptville. This then completes the work of the train.

Altogether some ten stretches of model road, located in nine different counties were made. In each stretch, except the one above Gananoque and one at Lansdowne, there was made between a half and four fifths of a mile of actual macadam or stone road.

Model stretcher[sic]s were built at Gananoque and Lansdowne in Leeds county ; Iroquois in Dundas county ; Alexandria in Glengary county ; Plantagenet in Prescott county ; Carp in Carleton county; Almonte in Lanark courty ; Eganville and Pembroke in Renfrew county and Kemptille in Grenville county. At all of these points and at Newington in Stormont county sample concrete culverts were made.. Altogether the work done probably amounts to about \$8,000.

10/01/1903 *Ottawa Journal* *Other*

Good Roads Train

Ontario Good Roads Train - long article.