

# Local Railway Items from Area Papers - Havelock subdivision

*11/02/1883 Perth Courier Havelock*

TANK-BUILDING - On Tuesday evening Mr. Jas. K. Faulkener, tank builder in the Perth carshops, set out to put up the necessary tanks along the line of the Ontario & Quebec Railway, probably twelve or fourteen in all. The parts of these tanks have been under construction here for some time, under Mr. Faulkener's supervision, and his errand now is to put them together in their place. These tanks do not freeze up in winter, being provided with double bottom and hot air chamber, with a pipe twelve inches diameter running up through the water in the tank from a coal furnace below. Mr. F. expects to be two or three months at the work, and in the meantime portable tanks, worked by a hand pump can be used if wanted. A large number of tanks for the C. P. R. have been built at the Perth shops.

*04/10/1883 Kingston Daily British Whi Havelock Sharbot Lake*

The Habits of the Natives of the Sunny Land - A Very Peculiar Race - Very Frugal  
Working on the Ontario and Quebec Railway, in the vicinity of Sharbot Lake and village of Arden, are many natives of sunny Italy. They are olive in color and peculiar in habits. They are great workers and are most frugal in their style of living, making a dollar extend farther than many men can make two go. From several gentlemen in the City Hotel yesterday we learned that the Italians live much to themselves. They do not reside in the shanties provided but camp out. Each man provides his own grub, and used neither butter, tea nor coffee. The ordinary food is bread and pork. If the bread becomes hard they soften it by pouring water over it. When they visit a store to make purchases they "beat" the storekeeper down to as low figures as possible. They dress strangely and their dialect is as queer as everything else about them. All their earnings after paying for the bare necessities of life they send to their friends and families in Italy. The postmaster at Arden is often considerably troubled in dispatching their orders. The money is sent to an Italian banker in New York and by him forwarded to the parties for whom it is intended. The men have an idea that they are only temporarily living here; that as soon as they become rich they can return to their native land and spend the balance of their days in comfort and happiness. They belong, of course, to a musical race and their nights are made melodious by guitar and violin playing. They also dance very gracefully, and with a motion most pleasing to the eye. They drink lightly, but have not become accustomed to the custom of treating. When they enter the taverns each man pays for the liquor he consumes. They all wear big boots, eights or tens, though their feet are quite small. For a time a camp of Hungarians was located at Sharbot Lake; and an inhabitant states that the people were the very opposite to the Italians being fastidious and living on the best fare they could secure. They drank Mocha coffee, sweetened with granulated sugar, eat beef and fish and such delicacies as were to be purchased. Storekeepers in the rear of the county would be pleased with such customers all the time

*13/06/1884 Perth Courier Havelock*

TANKS - four tanks for the Ontario and Quebec Railway, and seven for the Nipissing extension of the C.P.R. are being built at the Perth car shops.

*27/10/1887 Tweed News Havelock Tweed*

If the young lads who hang around the CPR station on Sundays smoking and chewing tobacco and using language that is anything but choice, were to attend Church or Sunday School, it would be more to their credit.

*25/01/1895 Renfrew Mercury Havelock Bathurst*

Bathurst station on the C.P.R. has been reduced to a flag station. All part of the CPR's economy plan.

*02/08/1912 Eastern Ontario Review Havelock Maberly*

Four men were killed in a blast at Maberly on the C.P.R. construction work

*15/08/1912 Morrisburg Leader Havelock*

Robert Patterson, a C.P.R. sectionman of Maberly was killed by a train on his way home from shopping in Perth Saturday night. He had taken his parcels of the jigger on which he was riding and laid them on the bank. While he was endeavoring to remove the hand car, death evidently came to him instantaneously. Deceased was unmarried but leaves a widowed mother and two sisters.

*21/10/1912 Montreal Gazette Havelock Sharbot Lake*

Conductor killed.

Kingston on. October 19th. Conductor William Green of Havelock met death near Sharbot Lake at an early hour this morning when a Canadian Pacific Railway freight of which he was in charge was jammed by another train. Green was standing on the rear platform, his train being stalled, when the train behind crashed into him.

Identical wording in the Citizen

*22/10/1912 Ottawa Journal Havelock Sharbot Lake*

Jury say death was accidental

Results of inquest into death of CPR conductor Green at Sharbot Lake, last week

Special to The Journal

Kingston October 22. The coroner's jury summoned at Sharbot Lake to inquire into the cause of the death of William Green, Havelock, the conductor killed on a freight train on Saturday, returned a verdict of accidental death. The Canadian Pacific Railway is conducting an investigation of his own.

*05/12/1912 Ottawa Citizen Havelock Sharbot Lake*

Charge Against Foreman.

Kingston. Ont., Dec. 5. It is alleged that a foreman employed by the Canadian Pacific Railway in a construction camp near Sharbot Lake has departed with money and checks amounting to \$500. The company and a representative in the city this afternoon prepared to swear out a warrant, but the papers will be taken out at Belleville owing to the fact that it is the headquarters of the company.

*07/12/1925 Ottawa Citizen Havelock Bathurst*

INSTANTLY KILLED ON RAILWAY TRACK

H. J. Pratt Struck By Train Near Bathurst. (Special to The Citizen.)

PERTH, Ont., Dec. 6. Mr. Herbert John Pratt, aged 27 years, of Sherbrooke township, was instantly killed on Saturday morning by being struck by a C.P.R. train near Bathurst station. The young man was returning from a dance at Wemyss and took a short cut home down the track. It is presumed Mr. Pratt did not hear the train coming behind him, it striking him on the back of the head. The engineer on the train did not see him, he being picked up by some of the sectionmen who came along on a handcar between seven and eight o'clock. He is survived by his parents and two brothers.