

Local Railway Items from Area Papers - Kingston (CP) Subdivision

13/01/1871 Ottawa Citizen Kingston (CP)

Kingston is agitating for a railway from there to Pembroke, in order to divert some portion of the trade of the Upper Ottawa from this city to that ancient and progressive town. The idea is certainly not a bad one, but there is not enterprise sufficient in Kingston to bring the scheme to maturity.

28/01/1871 Ottawa Citizen Kingston (CP)

Pembroke Town Council has voted \$50,000 towards the construction of a railway to connect that town with Kingston. The municipalities through which the railway will pass are expected to add bonuses. Ottawa should wake up to the fact that other cities are making big bids for the immense and increasing trade which is to be obtained by tapping the upper waters of our noble river by railways.

03/02/1871 Ottawa Citizen Kingston (CP)

Extract from Kingston News of an account of a deputation which went from Kingston to Pembroke to solicit assistance from Renfrew County for railway scheme.

07/04/1871 Ottawa Citizen Kingston (CP)

Kingston proposes to give \$350,000 bonus to the Kingston and Pembroke Railway.

09/06/1871 Almonte Gazette Kingston (CP)

A bylaw granting \$50,000 bonus to the Kingston and pembroke Railway will be introduced at the next sitting of the County Council of Renfrew, and will, in all probability be passed.

KINGSTON, June 4 - The voting for the proposed city bonus to the Kingston and Pembroke railway took place to-day. Only 5 votes were polled against the bonus, and it was carried almost unanimously.

17/08/1871 Ottawa Citizen Kingston (CP)

Mr. Evans C.E., who was in Ottawa on Tuesday, has commenced to organize his staff for the survey of the Kingston and Pembroke Railway.

01/09/1871 Ottawa Citizen Kingston (CP)

At the last meeting of the Kingston and Pembroke Railway Company some Americans from Oswego took \$45,000 stock in the road and would have taken the whole of it if they had been allowed the directorship in their hands. Pembroke has taken \$16,000 by private subscriptions, and the Municipality itself has subscribed \$50,000. The County of Renfrew takes \$100,000 in stocks, and the scheme has the promise of the maximum amount granted by the provincial government, namely \$4,000 per mile. When the road is completed it is expected to cut off the whole of the Upper Ottawa trade from this city unless something is done to have the Canada Central extension from Sand Point to Pembroke, in working order within the next twelve months. There is no doubt but the natural channel of the vast Upper Ottawa trade is past this city, and if we let the Kingston people take it out of our hands it cannot easily be regained, and Ottawa capitalists will have cause to look back with regret at the inactivity and want of enterprise which has allowed such a golden opportunity to pass through their hands without being turned to advantage.

04/09/1871 Kingston Daily British Whi Kingston (CP)

Narrow vs broad Gauge [sic]

Letter by Car Buidier

01/03/1872 Almonte Gazette Kingston (CP)

MORE AMALGAMATION - the Ottawa Times has information that the surveyed route of the Kingston and Pembroke Railway comes out neat the Village of Renfrew, and that this is the only practicable route; further that if the line should ever be constructed (?) the terminus will be at Renfrew, where it forms a junction with the C.C.R.R

30/07/1872 Ottawa Free Press Kingston (CP)

The contracts for building this road have at length been given out and signed; after hanging fire for some time. The successful contractors are Messrs. G.W. Phelps & Co. pf Watertown, N.Y., and Springfield, Mass. The terms will probably specify the locating of the route wherever they wish and can build the cheapest.

30/09/1872 The Times, Ottawa Kingston (CP)

The Kingston News says the contractors are pushing forward the Kingston and Pembroke Railway with all the energy at their command. They have a large staff of employees engaged in grading in two sections - one party near Dalton's Farm, Catarauqui and the other near the toll gates on the Storrington Road.

01/08/1873 Almonte Gazette Kingston (CP)

Kingston and Pembroke Railway. The work on the line of the Kingston and Pembroke Railway is proceeding very rapidly, and Messrs. Phelps & Co., the contractors, seem to be determined that nothing they can help will intervene to hinder its completion within the prescribed time. The work from where the line leaves the city as far as what is known as Gibson's Hill, a little on this side of Glevale [sic], was comparatively easy, but here there is a very deep valley to be crossed, and about 40,000 yards of earth work was required to grade it up to the proper level. This is at the foot of the hill on the Portland Road, near Mr. Gibson's farm. The embankment has been completed, and is now ready for the ties. An easy course is then followed up to Harrowsmith. At Mud Creek there is a bridge, 80 ft long. This bridge is to be what is technically known as Howe truss bridge, and is very nearly completed. Mr. Hinds, the engineer, leaves today (Thursday) to superintend it's erection, as well as to look after other matters. The line then proceeds from Harrowsmith direct to Verona, but about halfway drops off at what is known as Kingston's Hill. Here there is a very heavy cutting in rock, and the workmen have had some trouble in cutting it. They have nearly overcome the difficulty however, and before the ties have been laid so far out, this portion of the line will also be ready. This point is the northern limit of what is geographically known as the Silurian limestone section - the same stone as found in the city - all beyond this is hard granite and swamp. Near Verona is Hardwood Creek, a branch of the Napanee River. There is considerable difficulty in crossing this creek, as on this side of the bridge there is about 300 feet of soft marsh upwards of 40 feet deep. This has to be filled up, and the process of filling the swamp and building the bridge is probably half done. It would be easy enough to lay the track across the marsh, but as the contractors wish to do a creditable job, they are building an embankment at this place. As the embankment is built, it displaces the mud, and settles right down on the rock. The laying of the rails will commence as soon as the iron can be procured. The rails must be near hand somewhere, as Messrs. Phelps & Co., have been drawn on for the freight. They were to be ready by the 1st of June, but some delay has occurred in their delivery. Meanwhile the work of grading is going on, and thus far the grades are very gentle, the most of the track being comparatively level. That part between Kingston's Hill and Hardwood Creek is very flat, the principal labor consisting of filling up swamps. Back of Verona the work will be somewhat heavier, but it is expected that no very heavy grades will be required. The line has now been located for nearly 45 miles, and the ground has been broken for about 35 miles. It is substantially completed for 27 miles, with the exception of the marsh at Hardwood Creek, and the cutting at Mud Creek; and all these will be ready for the rails before they have been laid so far. The contractors are pushing on the work with great spirit; and, as we said before, are determined to have their share of the work finished in time. - Kingston News

12/12/1873 Almonte Gazette Kingston (CP)

The reported agreement between the K. & P. and C.C.R. Ra, to form a junction betond rebfrew village is semi-officially contradicted.

23/02/1874 *The Times, Ottawa* *Kingston (CP)*

Annual report showed that over \$35,000 had been advanced on the work done. Thirty miles of the road will be in running order to the iron mines by the first of September next.

14/05/1874 *Kingston Daily News* *Kingston (CP)*

City and Vicinity

Hoop Law! -The first locomotive for the Kingston & Pembroke Railway arrived here yesterday via Prescott. The rails are also all here, and track laying is going on briskly far out on the line. There has been a good road since last fall cut to Catarauqui, and there is every prospect of the section to Verona being opened on Sept. 1st, as Mr. Phelps, senior contractor promised.

19/05/1874 *The Times, Ottawa* *Kingston (CP)* *Kingston*

The people of Kingston are joyous over the arrival of the first locomotive for the Kingston and Pembroke Railway. It would perhaps look better if the Kingstonians would not count their chickens before they are hatched. We would like to know what the prospect is for the construction of the long proposed Kingston and Pembroke Railway.

20/05/1874 *Kingston Daily British Whi* *Kingston (CP)*

Kingston and Pembroke Railroad

The progress of the road is very evident now. To day the new locomotive 'Providence' under charge of Mr. Cleveland, engineer, started with the first train, one of five cars, laden with iron, as far as Catarauqui Creek, where further track laying is going on. Over 1,000 tons of rails, completing enough to rail 25 miles of road, have arrived from Quebec within the past ten days, and more is on the way. Over 40 miles will be handed over in running order this year, and 60 miles in length will be graded. Will the Ottawa Times please copy?

08/08/1874 *Ottawa Citizen* *Kingston (CP)*

On Wednesday (5/08) the first train proceeded from Kingston to Harrowsmith

08/08/1874 *Ottawa Citizen* *Kingston (CP)*

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21/08/1874 *Almonte Gazette* *Kingston (CP)* *Hammersmith*

K. & P. R. R. - The Kingston and Pembroke cars appeared at Hammersmith (Harrowsmith?) on Thursday afternoon, August 6th, at four o'clock, after a fast and uninterrupted trip. Nearly all the vallages turned out, and a great number of inhabitants of the surroundings to welcome them. The reception was enthusiastic there.

13/10/1874 *Ottawa Citizen* *Kingston (CP)*

On Saturday the first grain freight was carried over the road. A consignment of rye, several carloads, came into Verona, and was transhipped her for Oswego. It was sent by Mr. Schuyler Sibley, who thus becomes the pioneer freightsman of the line. He intends to send further consignments by the same avenue. Thus twenty miles of the line are open for traffic. The people of Verona are well pleased with this fact and turned out en masse on Saturday, loading the cars for Mr. Sibley in half an hour's time.

16/11/1874 *Ottawa Citizen* *Kingston (CP)*

Mr. Nash and Mr. Frank Shanly, on Friday, passed over the proposed route between Oso and Renfrew. At Sharbot Lake sixty men are at work with twenty-four horses, the dump extends 250 feet in the lake. Quite a village has been built up at Sharbot, consisting of a carpenter's shop, blacksmith's shop, and nine dwelling houses.-- Brockville Recorder.

18/12/1874 *Almonte Gazette* *Kingston (CP)* *Perth*

Another Railway to Perth

The Kingston and Pembroke Railway Company will apply to the next meeting of the Dominion Parkiement for a charter to build a branch line to perth. The old town has bright days in store for it yet.

15/02/1875 *Ottawa Citizen* *Kingston (CP)*

We glean the following facts from the last report of Mr. Nash, the Chief Engineer of the Kingston and Pembroke Railway, dated Kingston February 10th 1875. The grading has been extended to lot 13 concession I, Oso, on the north side of Charbot [sic] lake, a distance of 46.3 miles from Kingston. Over 43.7 miles of the grading is nearly completed and on the remainder the largest portion has been done. The track has been laid to Eagle Creek, 37 miles from the junction with the Kingston branch of the G.T.R. Sufficient iron has been delivered to the ground to lay the track and a large proportion of the sidings to a point 40 miles from the junction. A statement is given of the amount of work done --

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A small station building has been built at a point so as to accommodate the villages of Sydenham and Harrowsmith. The former being 2 1/2 miles from the said point and the latter one mile. The telegraph has been extended from Harrowsmith to Verona, six miles, at the joint expense and for the joint use of the company and the Montreal Telegraph Co.

08/09/1875 *Ottawa Citizen* *Kingston (CP)*

An excursion party went over the Kingston and Pembroke Railway on the 3rd, as far as Sharbot Lake, a distance of 46 1/2 miles. From the account which appears in the News we learn that the track, as far as ballasted, appears to be smooth and substantial, and in much better condition than was generally supposed. True, the curves are sharper, the gradients steeper than we have been accustomed to on the Grand Trunk, but we can scarcely expect to get as good a road as the Grand Trunk without a much greater outlay of money than is ever likely to be put on the Pembroke Railway. The road is ballasted for thirty miles from Kingston and constructed ten miles further. The company have two large gangs of men engaged in ballasting this section of the road and since the reorganization of the company, two weeks ago, six miles have been ballasted. It is intended to complete the additional six and a half miles of the road to Sharbot Lake this fall, when it will be open for traffic. It is the intention of the company to push on to Douglas, in the county of Renfrew, 105 miles from Kingston, and here form a junction with the Canada Pacific and the Canada Central. There is said to be plenty of minerals, lumber, &c., waiting for transportation.

09/09/1875 *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

FIRST ARRIVAL - The first consignment - eight car loads, - of iron ore, from the Glendower mines, arrived here by the Kingston and Pembroke Railway last evening. The company, our readers will remember from the statement made in the WHIG in connection with the late Directors' excursion, have contracted to convey and deposit at the Grand Trunk Railway explanade this fall no less than 5,000 tons.

K. & P.R.R. - the freight trains on this road will be run pretty regularly during the balance of the season. The first load of iron ore was delivered in the city last evening, 80 tons, 10 tons to a car. Another load is expected in this evening. The ore will furnish up freights for a number of vessels.

30/10/1875 *Ottawa Citizen* *Kingston (CP)* *Glendower Iron Mine*

A branch track is being built from the main line of the K. & P. R.R. to the Glendower iron mines, a distance of some three miles. The company are tracking [sic] laying towards Charbot Lake.

05/11/1875 *Almonte Gazette*

Kingston (CP)

Kingston and Pembroke Railway.

Mr T. W. Nash, Chief Engineer of the Kingston and Pembroke Railway, and Mr. Frank Shanley [sic], the celebrated engineer, of Toronto, arrived in Pembroke on Wednesday night. Mr Shanley is making an examination of the western route for the railway through the townships of Clarendon, Miller, and Griffith, under instructions from the Court of Chancery. They brought a wagon with them from Kingston through this rough country. They say the principal difficulties in the way of constructing the railway through this section of country appear to be in the Opeongo Ridge at the Highland Pass, near the east end of Clear Lake, in Sebastopol, and also in the township of Miller, at both of which points it is believed insurmountable difficulties, within reasonable limits of cost, exist. They left full-surveying parties at both of these points, with instructions to test them instrumentally, when the full extent of the obstructions will be known. They returned yesterday by Portage du Fort.- Observer

05/11/1875 *Ottawa Citizen*

Kingston (CP)

A number of men are just now engaged in trimming the rails for the Kingston and Pembroke Railway. The most of them have to be cut shorter, and holes bored in them for the spikes. This is being done rapidly, and the rails shipped for their destination.

08/01/1876 *Ottawa Citizen*

Kingston (CP)

About a week since Shanley's [sic] surveying party returned to the city and the plans showing the details are now being made out. Mr. McGuinn had charge of the County of Frontenac line, and Mr. Ellis has the Pembroke branch. The survey has been most complete, and will lead to an easy settlement of the litigation between the county and company.

06/03/1876 *The Times, Ottawa*

Kingston (CP)

Kingston

The Kingston and Pembroke Railway have commenced the work of filling in the space in front of the market battery. It is the intention to lay another line of rails as soon as possible alongside the Grand Trunk track in order to accommodate the increasing traffic. It has been decided that the passenger depot of the railway will be located here.

06/03/1876 *Ottawa Free Press*

Kingston (CP)

Kingston

The Pembroke Railway have commenced the work of filling in the space between the Battery wall and the Grand Trunk Railway.

03/07/1876 *Kingston Daily British Whi* *Kingston (CP)*

RAILWAY MAILS. - the days of the old stagecoach are being gradually- slowly, but surely- measured in Frontenac. On Saturday the K. & P. Railway began the carrying of mails, as promised a few weeks since, North, under contract with the Post Office Department of Canada. A mail clerk will in due time be placed on the line. As the train leaves at 3:00 p.m., the mails will probably close at 2:30 o'clock, an hour earlier than before. The offices of Elginburg, Glenvale, Murvale, Sydenham and Harrowmith will receive a daily delivery; Railton will be served on Tuesdays, Thursdays and Saturdays; and Sharpton on Tuesdays and Fridays. Other offices farther back will be benefited by the speedy transit. The stage to Harrowsmith was discontinued on Saturday, being mustered out by steam.

08/07/1876 *The Times, Ottawa*

Kingston (CP)

The Kingston and Pembroke Railway has given orders for the immediate location of the lines between Sharbot Lake and Mississippi River.

Railway Celebration.

To Sharbot Lake - Dejeuner and Hospitality of the K. & P. R R. - But one opinion of the road.

Yesterday, at the invitation of the Board of Directors of the Kingston and Pembroke Railway, the representative gentlemen of the city and county, made a journey over the line to Sharbot Lake. At 9 a.m. they gathered at the city depot as happy a crowd as ever left the city, all bent zealously on the enjoyment which the prospects of a pleasant trip, a bright day and an interesting tour of investigation could afford. The first sod - by which the way was turned in a spot that to the road does not touch, through one of those changes, which railroads are heir to was honoured with a flourish of trumpets, banquetings and all the enthusiasm which new hopes and energies can inspire. Since then the enterprise has had such dark days, and its directors such harassing troubles and wearying labor, that a celebration was as foreign to the mood as family prayer to a Hottentot. But now for a season the road has been successfully run for 45 miles, and the construction gangs have pierced the rocky hills and wilderness twelve miles further on; besides which the last great difficulty has been buried with the surrender of the County Council to that stern logic of law and fact. Therefore it was quite fitting that the road should ask its best friends to accept its hospitality, and take a share in celebrating the first and greatest triumph of the project, and the fusion of all interested in a desire for its welfare. Besides the acknowledgement of municipal indebtedness thus made, the directors had a still more commendable object in view - a practical demonstration of the thoroughness of the construction, the scientific mastery over deep cuts, almost unfathomable swamps, towering hills and high grades, such as perhaps only two or three short lines in America can show. What they did so successfully let the speakers themselves say.

The party was official purely, because with only one small hotel existing yet at Sharbot Lake, to step beyond that limit would have brought discomfort and failure upon the entertainment from very lack of accommodation. So if offence has been taken by neglected ones, let them, as usual, abuse fate and let the Directors go free. As the train of two comfortable coaches moved off the official count by the Returning Board took place with the sub joined result. The City Solicitor would have been added to the list, but muscle and weight prevailed against the crowd which endeavoured to convey him aboard when business at home demanded his self denial of the pleasure. The little incident drew forth remarks upon the forethought of the party and practicing what do they undoubtedly would have to undergo upon their return. The city solicitor counted out, and several parishioners not heard from, the vote stood:

Mayor Britton, the County Warden, Mr. McRory, G. A. Kirkpatrick, M. P.

Ex-Mayors Ford, Livingstone, Creighton, Brennan, Robinson (M. P. P.,) Sullivan.

Ex-Wardens Godfrey, Mudie, Col. Cameron, Calvin, Graham (M. P. P.,) Shipley, (M. P.)

Aldermen Allen, Price, McKelvey, Noble, White, McCammon, McRonnie, Power, Gildersleeve, (Prest. of Road,) Carnofsky, Carson, Dupuis, Tandy, Thibido, Pence.

County Councillors Sexton, Ruttan, Genge, Flynn, Strachan, Anglin, Dawson, Craig, Tapping, Smith, Joyner, Vanluven, Dennison, Cox, Burke, Watkins; the County Clerk, Treasurer and Solicitor.

Mr. John Carruthers, Sheriff Ferguson, Inspector Barker, Messrs. Johnson and McFarland, of the Daily News, Messrs. Folger, Swift, E. Chown, Rev. Mr. Garratt, of Harrowsmith, and Mr. Upper, Superintendent.

As the train sped out of the city some benevolent gentleman distributed packages which looked like good little books, and which turned out to be so profusely illustrated that groups of four sat and looked at them intently, only losing interest during the minutes occupied in examining striking landscapes outside of the car windows or stopping at stations. The members who occupied the platforms of the cars, in the interests to see "what kind of a road it was, anyway," were struck at once on leaving the Grand Trunk branch with the change from jog-a-dy-jog and the jolting to smooth running rails and decided ease of travelling. This steadiness is due to a solid track, made so by perfect grading and the close laying of ties. The road for ten miles was pronounced all that could be wished for, and when the hill at Jackson's Mills had been scaled, and Hardwood Creek passed, the Alderman and County Councilors had began to see where their \$450,000 of bonuses had gone to. Indeed the innocence of these gentlemen upon the condition and merits of the road was one of the striking incidents of the day. The senior Alderman of the council, who is habitually skeptical and generally suspicious when the senior Alderman is not immediately concerned, went out in the full expectation of seeing a track laid down in as rough a way as a waggon road through swamp, and the sight of fine bridges, heavy culverts, and substantial track was an "eye opener" more powerful than the "opticals" in the corner of the first car. A colleague of the disappointed Alderman refused last fall to take an excursion on the line for fear of bodily consequences, and entered the car this morning with fear and trembling, but now he has sufficient faith and courage to ride on a cow catcher all the way out if it was demanded.

The first stop was made at Harrowsmith, where the villagers had assembled to greet the excursionists, and where a deal of handshaking occurred. The village is pushing ahead in building enterprise, which railways drive ahead of them, but is not yet provided with a station. The \$1,000 which the villagers were to have given for that purpose is not forthcoming - a clear case of duping, the railway man aver. Beyond this is a range of beautiful country for farming purposes, in the very centre of which stands the new Sigsworth station, built by Mr. Sigsworth and presented to the road. It is a very neat and substantial building, and stands as an exhibition of pioneer enterprise north ward. Mr. Sigsworth confidently hopes to draw a large trade to his station from Camden, to the richer portions of which he has an access that Harrowsmith is deprived of, and which, especially in the absence of a station at that willage, will build up Sigsworth rapidly. The next stoppage was made at Verona Bridge, where ex-Mayor Livingston made it quite interesting to the party by showing where he spent thousands in getting a solid bottom for the track across this part of his section of contract, and which he did not reach till he had ample experience of disastrous slides. Here the locomotive took refreshments, the first water so far reported on the trip! The Mines Junction, Cold Lake, (which was frozen over, true to its characteristic), and Fish Creek were passed with their rugged hills, which Ald. Allen declared were not created for nothing, and which might really have millions in them if you could only draw a longbow of imagination. At Parham came a very welcome passenger, Reeve Tapping, the jovial backwoodsman, who tells a yarn with the freedom of a sailor, and cracks a joke with all of the vim of an ex-London policeman, which he is. Elbow Lake, Draffins, and then came Sharbot Lake, the party being landed at Shibley's Hotel, which with Doran's Mill, a mile above, and the lake itself with its beauties has received an extended notice a week since in the WHIG.

Mr. Shipley and Col. Flower at once made the party very much at home but as it was a tour of inspection, they proceeded up the track to the mill, where they saw the new settlement, and hazarded the prediction that it, and not the site of the hotel below, would be the main village on the lake, being more accessible from all that and more favorable to locating. It also was seeing the determined assaults of the first section of Col. Flower's men upon the hard limestone hills, which yield only before the force of dualin. Beyond this in the density of the forest, six miles of track are now ready for the rails, and the force of 650 men is hard at work upon the solid granite intervening and skirting the lake, The rock work being reserved for the winter, so that the men shall not be idle nor the progress of the road impeded. A salute of dualin explosions was fired in honour of the visit, and it made a wreck of the lately majestic rocks. The tourists fully expected to meet a hungry scalping knife or grinning tomahawk at every step so far north, but only one Indian was seen during the day, a very silent specimen, trading at Doran's store, who resolutely refused to tell how the soft leather for the mits which he had sold was tanned and dried, as if his secret had to diplomatic importance.

Upon returning to the hotel, the dinner began with a spread which was for all the world like a Mayor's banquet at the British, so well did it look and so varied the bill of fare, which lacked in no particular the delicacies of a city table. It was even of 'champagne to the masthead.' Keen appetites made doubly appreciative guests. Mr Gildersleeve presided, with Messrs.. G. A. Kirkpatrick and John Carruthers, director of the road, and Mr. Price, it's solicitor as Vice-chairmen. On rising to propose the toast of "The Queen," Mr. Gildersleeve regretted the absence of Sir John MacDonald and Messrs.. Grange and Deroche, members, who were unable to attend.

The national anthem, sang lustily, was followed by the toasts of "The Prince of Wales and Royal Family" and "The Governor General," the latter drawing forth fresh praises such as no Governor before Lord Dufferin ever earned.

"The Parliament of Canada" was proposed with a tribute to the members of the district for their devotion to our interests generally. Mr. Kirkpatrick, member for Frontenac, replied cheerfully to a toast so well received. He would respond for the Commons, since there was only one place vacant in the Senate, and he did not aspire to it, resigning in favour of Mr. Shipley. [Laughter]. The toast was a fit one as the work of the members should be remembered be it good or bad. As the scraps of the smithy are welded together in one solid mass, so from the heat of the election contest came a Parliament guided by a constitution, which could lose nothing in comparison with one now struggling to elect a President, one who once inaugurated will rule as he pleases for four years, as

unapproachable as Jupiter on Mount Olympus. Here when the people are dissatisfied they change their representatives and Government. A parliament representing the people so directly was worthy of its homage. He was pleased to take part in this fifty miles celebration of the road. He hoped next to be able to drink its prosperity in Pembroke.

Mr. Shipley had no aspirations for a senatorship. If it were left to his vote the whole body would be abolished as a useless thing. He was jubilant to-day to think that a dream so ephemeral years since as that of a railroad back through Frontenac was now accomplished, that we were actually approaching the magnificent Mississippi. He was a warm friend of the road, and had regretted the stumbling blocks placed in its way in regard to bonuses from the first. He was glad to see all of the contributing bodies together, and believed it to be a happy augury. He complimented the directorate on their success, he had experienced the trouble of opening down a macadamized road like the Kingston and Portland.

Mr. Gildersleeve now gave 'The Legislature of Ontario,' and said that the fact of their celebrating a 50 miles run on the K. & P. R. R., was with evidence of the good of local houses. Without Ontario house, we would never have had this road. No general government could have undertaken such a system, nor give the impetus which Ontario is now receiving from her new roads. For the liberality experienced we were indebted to none so much as our local members, now about to respond.

Mr. Robinson accepted the toast on behalf of the Legislature as deserving of it. The proudest day he ever experienced was when the bill was introduced giving the \$40,000 to this road - much more than we expected, but not inadequate to its merits. It was no fault of the Government that it was not all used ere this, but the fact was it had been a hard road to travel. That might be a possible reaction in Dominion policies some day, but none he hoped ever in those of Ontario. Its government had proved their public spirit and enterprise and particularly did we find so when upon a second application we again got above our expectations, \$7,000 per mile for fifteen miles, without which the road might have stopped where they were sitting that today, and without which there would have been no spirit for this banquet, which filled a void created by pious and charitable mayors. Had we received the Government and municipal aid 20 years ago Kingston would now be able to count 40,000 of a population. For thirty years before its inception it had gone down steadily. Since it was begun to population has risen from 12,400 to 15,000, and the citizens were being paid back for their taxes they are levied upon for it, by saving \$1 per cord in the cost of wood. His advice was: push on to Pembroke, and keep him in power (laughter), and he would try his luck in getting a third grant.

Mr. Graham, as a friend and worker for the road, felt earnestly that it was entitled to all it got from government. Not only to Pembroke should be the cry, but to Moose Factory, at the least.

Mr. Calvin, ex-County member, congratulated the directors upon the difficulties they had surmounted, and iterated his belief from the first in the road and its advantages, the latter of which he anticipated from experience. He had seen wheat selling in Niagara County at 25 cents, which rose to \$1.25 upon the opening of the canal so that if an acre grew 20 bushels it was \$20 made on it. We cannot picture or calculate the advantages of internal improvements. Kingston had been very liberal, if not uncommonly generous; but before the first car ran it was all paid back in buildings which will last. The best hope we now had, further, was that the directors were pledged and determined to go through with the line.

Mr. Gildersleeve toasted the city Corporation, as above others, zealously and heartily sustaining the road. They will, truly, too, bound up in its success, for no enterprise ever promised as much to it.

The Mayor, who made a rattling good speech in reply, represented the unity of the city council upon this matter, and its desire to see its fullest success.

Ald. Allen had thought the city's \$300,000 sunk in mud, but he was that they surprised into an acquaintance with a road excelling the Grand Trunk. He hoped someday to see people of the upper Ottawa breakfasting at home, dining at Sharbot, shopping in Kingston and breakfasting in New York, and no other route could enable them to do that. (Cheers.) We are not losers, anyway if the road got no further, but it was their desire and interests to push on. He made an excellent play for such banquets as these, where the pure juice of the grape, God's chosen wine, might be taken with freedom, and one of the boons of this life enjoyed.

Ald. McKelvey felt the pleasure joining the city alderman in meeting their County brethren and the railroad men. He was convinced of the great good that could be done to Kingston and the acknowledged worth that had accomplished it. None knew the troubles of the road save President Gildersleeve, and though the citizens were once sorry they now felt the benefits of it and felt a pride and strength in it. He hoped the City and County Councils would ever trust to the arbitrament of good feeling.

Mr. Carruthers, in proposing the health of the Council of Frontenac, joined in the felicitations upon the meeting of the Directors with the City and County Councils. It was good evidence of a warm and friendly public spirit, and must be of service to the great municipalities. The city would undoubtedly reap great good and not less so the county. The road itself must in time full work to do, since timber would not always be so low, and there would be great demand for it. The success of the road was encouraging. The B. & O. R. R. was 20 years in operation before it reached Pembroke. Here we have got thus far within four years of the turning of the sod, were already counting the months when we shall be able to send a locomotive to Pembroke. Already the benefits were substantially felt - the supply of cordwood bringing the price from \$6 - as it assuredly would have been - to \$3 or \$3.50. New homes would now be opened up for farmers' sons who now went west to settle, and he trusted that we should soon be in a position to call upon the champion money getter for \$10,000 a mile from Mississippi to the Madawaska, and then to Douglas, which they had hope of reach within three years, giving running powers to Pembroke, and completing a link with the Ottawa (Cheers).

The Warden was pleased that the prospect and affairs of the railroad was so settled. He had voted and sustained the bonus because he knew it would bring an advantage to the county. He was glad to hear that it was helping the city, because that meant good to Frontenac.

Mr. Strachan felt that if anything would improve the county it was this road. There was great need of it, and if he had not put forth his energies for it it was because the front townships had been taxed more than their share to support it.

Mr. Watkins also replied for the county. He has opposed the bonus laterly, not because he was not heart and soul with the road but because he favoured the western route so long as it was not deemed too extravagant or impracticable. He only hoped they would suit their tariff alike to the poor man's ten bushels and the rich man's thousand bushels.

Mr. J. A. Kirkpatrick gave 'The ex-Mayors' the connection between the past and the present'. The turning of the first sod from years ago by Mayor Drennan, and the holding of the first enthusiastic railroad meeting by Mayor Livingstone, would be historical facts -flanked by memoirs of the best services of Mayors Ford, Creighton, Sullivan and Robinson. Since the cars had begun to roll assessments had increased and produce cheapened Mr Drennan replied, and felt proud to think of the K. & P. R. R. as the best road in Ontario, and hoped it would be pressed on. The municipalities had got more than the value of their bonuses. He could not forget the friendship of the late Mr. J. S. McDonald to the road, and he fondly hoped that the policy of liberality to railways which he had inaugurated would you get enable us to reach the Rocky Mountains.

Mr. Livingstone recalled the enthusiasm of the outstart of the railway fever, the energy and speed with which the bonuses had been passed in Renfrew, Frontenac and Kingston, amounted to half a million, and claimed for Mr. Gildersleeve much credit for results already accomplished.

Mr. Ford added his heartiest congratulations, and felt a pride in the result of their early labours on behalf of the project. The progress was very satisfactory, and he hoped that nothing would disappoint the Board's ardent hopes. He rejoiced to see the city and county felicitating together, for the city don't realize all the good. The county profits largely, if not most.

Mr. Creighton felt sure they did not expect a speech from one who for six years had been immured in an institution where speech was repressed by Act of Parliament, but he went on to say how his 50 years of interest in Kingston had found a fresh charm in the K. & P. Railway.

Dr. Sullivan responded in a vivacious spirit and took occasion to say that if he did not entertain the council and citizens promiscuously it was because his contests had been attended with political and religious feeling, and a limiting of invitations or a selection of adherents would have excited fresh distinctions that ought to be put down.

Mr. Price gave "The ex-Wardens," and accorded the highest praise to Mr. Godfrey for his assistance in getting the county bonus for the road. If he had time he would prove that within five years from the start the city and county would get their money back.

Mr. Godfrey in reply spoke of his labours for a large part of the year in aid of the bonus, and the endeavors he had put forth to bring the county to terms with the company.

Mr Mudy also replied, and expressed his friendship to the road.

Mr. Gildersleeve gave "The County of Lanark," associating with it Mr. Doran, an able representative.

Mr. Doran expressed deep thanks and cheered the company on. From his knowledge through work on deputations he could say that the trouble here was

little compared with that of the B. & O. Road. It was completed after the immense cost and 20 year's labour, but none now regretted the expenditure. He was glad to find that in Frontenac intelligence and enterprise prevailed, and the hatchet was buried and the money paid. The city and county interests are identical and inseparable, and both might consider the advantages of a branch to Perth, which would open trade and bring the inner country to a better market and port than Brookville. Perth was anxious to come in, and would liberally deal with the company. Kingston could hold its own and need not to be jealous of Perth.

Mayor Britton added to the compliments paid to the road by toasting its prosperity, acknowledging its intimate connection with the progress of Kingston and the debt due to its vigorous directorate.

Mr. Gildersleeve replied with thanks. The road had its trials, but the worst was over. Before August next we would have a complete line to the Mississippi. If he were to speak for hours he could not say anything better. That's the push in which they hope to reach Pembroke.

Dr. Sullivan remarked that they had on the Board Scotchmen and Americans who could doubt its success, especially as we had this dinner for a dividend. He hoped that the city and county had met in a good spirit that was not to be broken easily. No road could be built without contractors, and Col. Flower of this road deserve great credit, not only for his work but for the distinguished place he has held as Mayor three times of the flourishing city of Watertown, N. Y., and as Colonel at many bloody fields in the late war. He was proud to record that Col. Flower had lately been one of the first to sustain British law when required near that spot. Already in a few months his energy has carried the road six miles further, and the hundred guns that today reverberated in the echoes of Sharbot Lake with a sound which no Sovereign could expect to hear was a token of his success in his work.

Col. Flower responded with feeling, and quoted very appropriately and well from the Laila Bhook. As the cable links the two continents, so the same blood and race need never be separated. He was proud of his reception, though he came here for business; yet he does not expect to make a pot of money, but only a good salary, and he felt a great interest in the road. People did not know that there was as much promise of freight in the 15 miles to the Mississippi, as in the 45 miles to the city. It would pay far better. Where the iron horse is there is business; it creates civilization, christianity and business.

Mr. Tandy, after an impressive speech on his practical testing and approval of the road, with 30 years of close experience to guide him, proposed the "The Press," to which Messrs. Pence and Johnson responded.

Mr. Drennen gave "The Ladies" gallantly and Mr. Charles Smith and Alderman Noble happily responded. The dinner came to a close with the National Anthem and cheers for the road.

The start home was made in the moonlight at half past 5 o'clock, and cheers were exchanged till Sharbot Lake hotel lay in the distance.

The 'run in' was made in two hours and a half, the trip out having taken less time. After a splendid moonlight ride, the good engine "Providence" in which the party trusted so strongly, landed the party safe and sound in the city and every man walked straight forth to find what the fire bell rang for, the stretchers which had been brought down to the station for general use being scorned.

07/03/1877 Kingston Daily British Whi Kingston (CP)

Turning Tables

Mr. McEwen having put in the lowest tender was awarded the contract for the building of the turn tables required for the K. & P. RR. It is likely that only three will be built at present—one for the Mississippi, one for the Iron Mines Junction, and one for the city.

04/05/1877 Kingston Daily British Whi Kingston (CP)

Accident

We are sorry to learn of an accident which has befallen Mr. Chancey Benton, a section foreman on the K. & P. RR. Last evening he was engaged in conveying railroad iron on a horse car to where the track was being laid, and in some way he fell forward of the car and was run over, his back being seriously injured (it is thought broken) and both legs fractured. Dr. Sullivan went out to give the sufferer the necessary medical relief this afternoon. The Superintendent of the road telegraphs that only the best skill can save the poor man's life.

05/05/1877 Kingston Daily British Whi Kingston (CP)

Sharbot Lake

Painful accident

The accident which happened to poor Chancey Benton is of a very painful character. Such are his injuries that the medical men who have attended him have expressed the opinion that he cannot survive - that there is really no hope. We understand that Benton was not run over, but jammed between the axle of the lorry and the ties of the track. His collar bone is broken, his ribs are fractured, his back and right leg are broken. The bone of the latter was protruding through the flesh several inches. Benton was a hard worker, faithful servant, and great sympathy is expressed for him by his fellow workman and employers. He is receiving the best medical attention at Sharbot Lake but fatal results must follow. If alive tomorrow (Sunday) a special car will bring the sufferer to the General Hospital here.

07/05/1877 Kingston Daily British Whi Kingston (CP)

Our Railway. The Perth Courier says the B. & O. RR must reduce its rates or lose its traffic. A number of business men in rear of Perth receive their supplies at the present time over the K. & P. RR on account of the moderate rates charged. Thus our railroad is not a local benefit only. May its usefulness be extended - in fact, such a result must surely follow in the construction of the line to Madawaska.

07/05/1877 Kingston Daily British Whi Kingston (CP)

Kingston

The end. On Sunday a special car brought to the city from Sharbot Lake the remains of the late Chancey Benton who died on Saturday from the dreadful injuries he sustained by the lorry [sic] accident of Thursday. No one in his condition could survive, and supposing life did remain within him he would still be crippled and a sufferer to such an extent that existence would only be deemed a misery

11/05/1877 Perth Courier Kingston (CP)

Sharbot Lake

FATAL ACCIDENT - SHARBOT LAKE - A serious accident occurred on Thursday night, 3rd May, a little way beyond Sharbot Lake, on the extension of the Kingston & Pembroke Railway. A man named Chauncey Benton, while riding on a car loaded with rail iron, by some means got thrown off, and, falling in front of the car, was run over. His back and legs were badly injured, and though Dr. Sullivan went out next afternoon to render all the assistance in his power, the man died of his injuries, and his body was conveyed to Kingston next day.

14/08/1877 Ottawa Free Press Kingston (CP)

The iron on the K. & P.R. has been laid to within 1,600 feet of the Mississippi river, and that the road is in fine condition, and nearly ballasted, with the exception of a sink hole which Mr. Flower and his men have been working to fill up for two weeks. This week the whole force will be thrown on it, and it is hoped they will close the breach.

09/10/1877 Kingston Daily British Whi Kingston (CP)

Progressing

The K. & P. RR. Having erected the railway turning table in the city, the next business-like move is to call for tenders for the construction of an engine house. The Mayor made a report to the Council last evening as to his opinion of the new Madawaska branch, being one of those who recently viewed it in company with the Board of Directors.

26/09/1878 Montreal Gazette Kingston (CP)

A complimentary excursion was given today over the Kingston and Pembroke Railway to Mr. J.L. Morrison, President of the Street railway Company who is about to remove to Toronto.

Excursion to Sharbott lake

Yesterday about 40 gentlemen left the city for a complementary excursion to our beautiful northern lake on the early train, each determined to make the best of a glorious day, fine company, and twelve hours of relaxation from business. Among the crowd are noticed W. Ford, H. Cunningham, A. Livingston, ex-Mayors; ex-Aldermen Smith, Law, Gibson, Carnovsky; Aldermen McRossie and Woods; William Robinson, M.P.P, J. Carruthers, Judge Price, H. Bawden, Captain King, W. Irving, J. Irving, C.F. Gildersleeve, J. Halligan, and others. The excursion was a slight mark of respect to J.L. Morrison Esquire the popular manager of the Street Railway who is about to remove to Toronto.

When the train got underway, the various tastes of the excursionists were exhibited in the little means they brought to pass away the time. Some had troling lines, nearly all pipes or cigars, a few had pistols, pocket and otherwise, but it was popularly voted that each man on the average had a "euchre pack" and then availing themselves of the "Pullman tables" so handsomely contributed by the popular manager of the line, Mr. Folger, the majority of the party were deep in the mysteries of "pass" and "order up", etc., etc. A few held aloof and reclining of soft beds of merchandise discussed heavy problems of financial, municipal affairs and champagne cider.

It was foolish to lose time in the scenery by the way, your reporter was too deeply engaged to observe much of it but yet a word on the "atones" may not be amiss. If it to be true, as the poets says that there are "sermons in stones" what a fearfully religious people they ought to be along the line of our famous road.

Arrived at the Lake, host Ferrin was on the veranda, his face raised in a multitudinous smile, worthy of the occasion, and soon after visits were paid to the bar, the Lake, Doran's mill and other objects of interest in the vicinity, while a goodly number patrolled the streets of the village and admired the beauty of the surrounding "rocks". At 12:30 p.m. sharp, the dinner bell sounded, and soon after neat country waiter girls must have deamed the stories of the sickly stomachs of the city bred folk a delusion and a snare, for with all of their deftness and speed, they could hard to keep the supply up to the demand, and like many others in Canada lately were soon sighing for "Protection" against the rapacity of the visitors. In the end justice was done to all the good things provided, and the "flow of soul" began by W. Robinson, Esquire, proposing the "Queen, the Royal Family and the Governor General" all at once. Right nobly was the toast received and honoured by three times three and an "Irish tiger", a new thing out there. Then the vice- chair ably filled by Judge Price, gave in flowing terms the toast of the Guest of the day, J.L. Morrison, Esquire, eulogizing his urbanity, his zeal, ability and general bonhomie, and wound up by a peroration to which a phonetic reporter alone could do full justice. Mr. Morrison replied, thanked the Judge for his very flattering speech, thanked everybody, did not feel worthy, etc., and ended up by giving the audience that beautiful Irish song "Killarney" having in the course of his remarks instituted a comparison between Sharbott and the famous Irish Lake.

"Prosperity to Kingston" was then ably proposed by C.F. Gildersleeve and responded to by the ex- Mayors, ex- Alderman and Alderman enumerated above. In fact there was an ex-traordinary number of replies, and one would need the genius of a Globe reporter and supply of adjectives equal to that of a prominent Kingston man, before any attempt could be made to summarize the speeches given with all zest, honesty and goodwill. The "flow of soul" then stopped, and two hours more were pleasantly spent fishing, hunting and jumping. We did not hear of any large fish being hooked and lost. The fish seem to avoid the "luring bait," and the solitary sportsman shot two noble duck, large as geese, but, you know, they fell outside the ring and were "lost to thought, to memory dear."

At 4 p.m. the cheery cry, "all aboard", was heard and soon the "lightning express" was bearing southward, the wild echoes of the train mixed with the sad refrain of a backwoods fiddler, who had secured a seat, and who would persist in grinding out Flowers of Edinburgh, the Village Hornpipe and other heartrending tunes, notwithstanding the liberal largess of a King Street man, who periodically donated ten cents to have the music stopped, but which the obtuse musician took as evidence of his skill, and faster flew his arm. The reason of all this was soon observed. The old man passed round a battered hat and cunningly made it known that he needed a dollar. It was all secured but five cents, when he came to one gent, who merely looked at him. Somebody told the fiddler, "he is deaf, shout in his ear", but the device was too transparent and the lone harpist, by dumb show of pointing to the needful and then to the gent's pocket, finally secured the covered five cents and departed happy.

On arriving home 'Auld Lang Syne' and 'God Save the Queen' were given; also cheers for Morrison, and an all round song, declaring 'he was a jolly good fellow', or something to that effect was sung very melodiously. One short gentleman who met the train at Parham, rising to the dignity of the occasion by standing upon his seat, and asking contradiction to the assertion of the 'jolliness' of J. L. Morrison. He got no takers, and so at 7:15 the day ended. Short and happy - but moralizing must be left for some other time.

23/04/1879 *Kingston Daily British Whi* *Kingston (CP)*

There was a slight accident on the K. & P. RR. yesterday. A baggage van and passenger car were thrown off the track, caused by a wash out.

19/01/1880 *Globe and Mail* *Kingston (CP)* *Verona*

Article p. 3 on mining operations around Verona

23/01/1880 *Globe and Mail* *Kingston (CP)*

Article p.3 on the operation and prospects of the K&P Railway.

31/01/1880 *Globe and Mail* *Kingston (CP)* *Mississippi*

Article p.2 focus on mining in the general vicinity of the K&P's then northernmost station at Mississippi.

02/04/1880 *Almonte Gazette* *Kingston (CP)*

MINING - C.H. Roberts of the Rochester, N.Y., Iron Works, has leased an iron mine on the Kingston and Pembroke Railway situated one mile south of the Mississippi River. The ore will be shipped by way of Kingston. Iron mining is being vigorously prosecuted at Mr. Boyd Caldwell's mines in Lavant, six miles from the terminus of the Kingston & Pembroke Railway. If this road were completed to Renfrew there would be a large amount expended in mining in Lavant.

23/07/1880 *Renfrew Mercury* *Kingston (CP)*

A Kingston despatch, dated the 19th inst., says: It is said that the Kingston and Pembroke Railway Company will commence to extend the line towards the Madawaska about the 1st of September.

05/11/1880 *Almonte Gazette* *Kingston (CP)*

ATTEMPT TO WRECK A TRAIN - On Monday evening the train on the Kingston and Pembroke Railway was coming along near Riddell's crossing, about two and a half miles south of the Mississippi River, the engine driver notices a railway tie lying athwart the track. He had not sufficient time to stop the train but slackened enough that when the obstruction was reached it was quietly shoved off by the cow catcher. There is no conjecture as to who is the guilty party, or why the attempt to wreck the train was made. The Company are offering \$100 reward for the apprehension of the guilty Person.

19/11/1880 *Almonte Gazette* *Kingston (CP)*

Some time ago a cow threw a whole freight train off the track on the Kingston side of Sharbot Lake, K. & P. railway, causing twelve hours' delay.

03/12/1880 Renfrew Mercury Kingston (CP)

--It was reported in Kingston on the 30th that the extension of the railroad would be commenced in January and that Flower Bros. had the contract. The branch line will pass in close proximity to the Lavant iron mine, recently purchased by a Kingston mining company.

09/12/1880 Kingston Whig Standard Kingston (CP)

A SLIGHT ACCIDENT. - The engine on the morning train on the K. & P. RR. Yesterday, broke one of its cylinder heads and in consequence was behind time in reaching the city. The afternoon train was cancelled. The damaged engine, repaired, was attached to the train which left here at 7 o'clock. There is not much snow along the line of the railway.

14/01/1881 Renfrew Mercury Kingston (CP)

Col. Flower's company, of Watertown, N.Y., will immediately commence the work of extending the Kingston and Pembroke railway, with headquarters at Watertown, N.Y.

21/01/1881 Almonte Gazette Kingston (CP)

Last week a gang of men were sent to work on the extension of the Kingston & Pembroke Railway from the Mississippi to the Clyde, and the road will probably be completed to the latter river during the present year.

28/01/1881 Almonte Gazette Kingston (CP)

The Kingston & Pembroke Railway is bringing between fifty and eighty tons of iron ore daily to Kingston, from the Mississippi and Lavant (Lanark County) mines. The ground in rear of the Market Battery in that city is all being covered with it. The Whig says there will be a good demand for vessels in the spring to carry the ore to the United States side.

28/01/1881 Almonte Gazette Kingston (CP)

Chief Engineer Nash and his corps of assistants commenced the work of locating the new line of the Kingston & Pembroke Railway on January 10th. Col. Flower says he will have everything looking lively about February.

11/02/1881 Almonte Gazette Kingston (CP)

Kingston and Pembroke Railway.

An influential deputation waited upon the Premier of Ontario last week to ask that further aid be granted to the Kingston and Pembroke Railway in order to enable them to extend the line fourteen miles beyond the Madawaska River to form a junction with Canada Central Railway. The deputation, which was introduced to Mr. Mowat by Mr. Deroche, was composed of the following gentleman: E. J. B. Pense, Mayor of Kingston; C. Gildersleeve, president of the road; Thos. Dawson, Warden of Frontenac, and councillors Flynn, Fair and Watson; Ald. R. J. Carson and W. Robinson, of Kingston; A. A. Wright and J. Bonfield of the Renfrew County Council.

Mr. Gildersleeve explained to the Premier the desirability and necessity of the road having connection with the Canada Central and with the Canada Pacific. The railway was essentially a colonization road, \$25,000 out of \$32,000 of receipts last year having resulted from the development of a hitherto unproductive country. The amount asked for now was \$6,000 a mile, and they were prepared to finish the road in two and a half years. Messrs. Pense, Dawson, Wright, and Robinson supported the first speaker by saying that their respective municipalities were strongly in favour of the extension of the road.

Messrs. Dawson and Bonfield presented petitions from the Councils of Frontenac and Renfrew praying for the required aid. The members of North Lanark and North Renfrew also urged the claims of the road for an additional bonus.

Mr. Mowat said the government would consider the views advanced by the deputation, after which the latter withdrew.

22/03/1881 Toronto Daily Mail Kingston (CP) Lavant

The proprietors of the Mississippi iron mine shipped by rail yesterday, for Erie, Pa., over 100 tons of ore, of which there is a scarcity in that city. From Briam Gilhuly - this would have been from Lavant station.

13/05/1881 Renfrew Mercury Kingston (CP)

News was received in Kingston on the 5th inst., of the sudden death, in New York, of Col. G.W. Flowers, of Watertown, N.Y., Vice-President of the Kingston and Pembroke Railroad. He was in Kingston two weeks before in excellent health. In tribute to his memory the engines and cars of the K. & P.R. were draped in mourning.

30/07/1881 Ottawa Free Press Kingston (CP)

A meeting of the stockholders of the Kingston and pembroke R.R. will be held at Kingston on Wednesday, to authorize the issue of bonds and the balance of the unsubscribed capital stock of the company, for the purpose of paying off all liabilities of the company and completing the road to the junction with the Pacific Railway at Renfrew,

30/12/1881 Almonte Gazette Kingston (CP)

The rails on the extension of the Kingston & Pembroke Railway have been laid to within two miles of the Clyde River. The line between the Clyde and Madawaska will soon be located, and the contracts for that section will then be given out.

Railway Matters.

The K. & P. R.R. Extension Completed - The Line to Ottawa -Fine Reading Room -Other Items.

The track on the K. & P. RR., extension has been completed as far as the Company intend to run down this season. The new line is about eleven miles in length and it is said to be in fine condition. Workmen are now laying the track on the branch line to the Levant mine, three quarters of a mile.

The cold wave will probably cause a cessation of work. We also understand that a gang of men are employed in ballasting certain spots on the main line that require repair. The Government Inspector will be along shortly and when his report has been transmitted to the Government, then in all probability trains will be run regularly over the extension. For the present a great amount of freight cannot be carried over it. The ore at the Levant and other mines has been heaped up for several years awaiting transit. This will be shipped to the city, and there is enough of it to keep from eight to ten cars daily in use for the next three months. The Caldwells and the Bethlehem Iron Company, of Pennsylvania, have several mines open.

Pushing On The Line.

The K. & P. Railway has never been in a more prosperous condition and the outlook is very bright and promising. Last year's business, we are credibly informed, nearly doubled that of the year before. There is every prospect of the near completion of the road to Renfrew. And by the way we learn that the surveyors are busily engaged in locating the line from the Clyde to the Madawaska, under the direction of Mr. T.L. Nash, [sic] and in all probability before 1885 the K. & P. RR. will be linked with the Canada Pacific Railway.

The line from Sharbot Lake to Perth will be pushed ahead as rapidly as possible, and by this time next year Kingstonians can leave the city in the morning and be in the Capital before noon. The railroads from Brockville and Prescott to Ottawa will undoubtedly feel the competition, as for passengers and freight business the shortest route will be most popular. From Kingston to Brockville, distance of 48 miles, and to Prescott 60 miles, can be saved by using the new line. The Rideau Canal boating trade will also be slightly affected but not materially, as coarse freights can be more cheaply carried by barges. The ore from around Ottawa may also be brought via Kingston for shipment, owing to our excellent harbor facilities, as when the shoals have been removed vessels of deep draught can always be accommodated here.

Employees' Reading Room.

In speaking of railway matters we must not omit to refer to the K. & P. RR. reading rooms, which are located in an upper room in the railroad building. A Whig reporter dropped in recently and found it a cosy place in which the employees can pass their leisure hours. The floor of the room is covered with matting, a "Splendid" coal stove throws out a comfortable heat, upon the walls are hung pictures, such as have an especial interest for railroad men, several being photographs of the engines now in service on the line. Sketches of the disaster that occurred some years ago near Robertsville Station, at a point called "Dead Man's Grave," particularly took the eye of the visitor. The accident was the worst that has occurred on the road, and was caused by the embankment being washed out. The scenes have been vividly portrayed [sic] by the pencil of a citizen named Brown.

Many other drawings, representing scenes along the line of the K. & P. RR., are on exhibition, the work of that skillful artist, Mr. Arthur Moore, formerly of this city but now of Rochester, N.Y. Upon the tables are to be found the leading daily papers of Canada, the finest mechanical and railway papers and magazines published in the United States, and other literature which seems to be well perused. There is also a small library, containing some 200 volumes. The officials of the reading room are desirous [sic] of having a better book depository, but do not feel justified in making a great expenditure of money for the purpose; rather they rely upon the generosity of their friends for contributions. Of course annually some money is expended in purchasing standard works. The room is much frequented by the employees. Persons waiting for the trains are always made welcome. The Whig is regularly on file and is much read.

A Flourishing Association.

The Benefit Association of the employees is in a flourishing condition. Nearly \$900 was received in the past year from the member and many benefits paid out. The annual meeting occurs next Wednesday, when a new President well [sic] be elected in place of Mr. W.H. Carnovsky, who is now Superintendent of the Bay of Quinte RR.

There are only two trains running each way on the K. & P. RR. at present, the midnight train having been cancelled for the winter.

Conductor Coon is now doing service in the office of the Secretary Treasurer, Mr. G. Osborne.

07/01/1882 *Kingston Daily British Whi Kingston (CP)*

Kingston

Railway Station Annoyances

Complaint has been made that persons driving into and out of the city have suffered annoyances from the movement and noise of trains at the Tete du Pont Barracks. The railway men feel the force of these grumbings, and have done what they can to meet the wishes of the public, the Superintendent having enjoined as much quietude as possible on the part of the train men and appointed a flag man, whose duty will commence at once. It has been suggested that the atation be removed to a location nearer the cotton mill. If such were the case there would still be complaint, not from the Pittsburgh travellers but from the passengers and those having business with the line. This will be done; in time a new round house will be constructed and the building at present known as such converted into a freight depot. It is desirable that the passenger station should not be removed until the time arrives for the erection of a union station creditable alike to both the Grand Trunk and the K. & P. RR. A correspondent adds: "Some peopelwant the station removed from the barracks. I don't approve of such a thing. If there is to be any change let the barrack gate be abolished and the road straightened. This proceeding will not do the Government property any injury, while at the same time the public interest will materially be advanced.

13/01/1882 *Almonte Gazette Kingston (CP)*

The agents of the Kingston & Pembroke Line of Railway are settling amicably with parties along the route who have lost by fire caused by sparks from engines. Over one thousand dollars have been paid out already

20/01/1882 *Almonte Gazette Kingston (CP)*

THE KINGSTON AND PEMBROKE RAILWAY. - the track on the extension of this line has been completed as far as the company intend to run this season. The new line is about eleven miles in length, and it is said to be in fine condition. Workman are now laying the track on the branch line to the Levant mine, three-quarters of a mile. The ore at the Lavant and other mines has been heaped up for several years awaiting transit. This will be shipped to Kingston, and there is enough of it to keep from eight to ten cars daily in use for the next three months. The Caldwells and the Bethlehem Iron Company, of Pennsylvania, have several mines open. The railway has never been in a more prosperous condition, and the outlook is very bright and promising. Last year's business, we are credibly informed, nearly doubled that of the year before. There is every prospect of the near completion of the road to Renfrew. The surveyors are busily engaged in locating the line from the Clyde to the Madawaska, and in all probability before 1885 the K. & P.R.R. will be linked with the Canada Pacific Railway. The line from Sharbot Lake to Perth will be pushed ahead as rapidly as possible, and by this time next year Kingstonians can leave the city in the morning and be in the capital before noon. The railroads from Brockville and Prescott to Ottawa will undoubtedly feel the competition, as for passengers and freight business the shortest route will be most popular. From Kingston to Brockville, distance of 48 miles, and to Prescott 60 miles, can be saved by using the new line.

Kingston and Pembroke Railway Notes

Owing to the ice and crusted snow on the rails the train going out and also the one coming in made slow progress. The train due here at 11 o'clock did not arrive until 2 o'clock. Today the trains are running on time

The new carpenter and blacksmith shop, erected by the Company near the wharf recently built, is now nearing completion. A track is being laid into the building. In the spring a new engine house will be constructed adjacent to the car shops, and the turntable will be removed thither.

The workshop mentioned above cost \$3,000

The Benefit Association, a short time ago re-elected its officers. Mr. B. W. Folger, Superintendent of the Road, is the President; Mr. J. G. Holland, Vice-President, and Mr. W. Coon, Secretary-Treasurer.

A new station has been built at Snow Road and another is now being established at the Levant Road.

An order-in-Council has been passed for the payment of \$80,000, the Government bonus upon the ten miles of road recently inspected by Mr. McCallum.

Work on the new section, under the superintendence of Mr. B. W. Folger, is progressing satisfactorily. By summer it is expected that square timber will be shipped to Kingston from the Forks of the Clyde, about 6 1/2 miles from the present terminus.

26/01/1882 *Toronto Daily Mail* **Kingston (CP)** **Kingston**

The new car works of the K. and P. railway at Kingston are completed. A new engine house will be built in the spring.

27/01/1882 *Renfrew Mercury* **Kingston (CP)**

Kingston and Pembroke Railway.

The following statement is probably taken from one of the Kingston papers, but we find it, uncredited, in some of our exchanges.

The track on the extension of this line has been completed as far as the company intend to run this season. The new line is about eleven miles in length, and it is said to be in fine condition. Workmen are now laying the rail on the branch line to the Lavant mine, three quarters of a mile. The ore at the Lavant and other mines has been heaped up for several years awaiting transit. This will be shipped to Kingston, and there is enough of it to keep from eight to ten cars daily in use for the next three months. The Caldwell's and the Bethlehem Iron Company, of Pennsylvania, have several mines open. The railway has never been in a more prosperous condition, and the outlook is very bright and promising. Last year's business, we are credibly informed, nearly doubled that of the year before. There is every prospect of the near completion of the road to Renfrew. The surveyors are busily engaged in locating the line from the Clyde to the Madawaska, and in all probability the K. & P.R.R. will be linked with the Canada Pacific railway. The line from Sharbot Lake to Perth will be pushed ahead as rapidly as possible, and by this time next year Kingstonians can leave the city in the morning and be in the Capital before noon. The railroads from Brockville and Prescott will undoubtedly feel the competition, as for passengers and freight business, the shortest route will be the most popular. From Kingston to Brockville, a distance of 48 miles, and to Prescott, 60 miles, can be saved by using the new line.

17/02/1882 *Almonte Gazette* **Kingston (CP)**

K. & P. R.R. - At the annual meeting of the shareholders of the above road, held in Kingston last week, the directors submitted a report, from which we glean the following facts: during the year 1881 ten miles of the company's line, north of the Mississippi river, have been completed, and the government grant therefor has been received. The grading of an additional three miles, reaching to the south branch of the Clyde River, is also well advanced, and parties are at work between that point and the forks of the Clyde. It is the intention to have trains running to the latter point, about 17 miles from Mississippi, for the shipment of lumber and square Timber by the 1st of July next, and to place the remainder of the distance to the Madawaska river immediately under contract, with the view to its completion during the present year. The directors have pleasure in reporting a steady increase in traffic. The opening of the line to the vicinity of the Clyde River seems especially to promise increased traffic both inwards and outwards. The traffic receipts for 1881 amounted to \$76,326.09, and the expenditure account was \$60,689.41, leaving a balance of \$15,636.68 for interest.

03/03/1882 *Almonte Gazette* **Kingston (CP)**

On the north division of the Kingston & Pembroke Railway on Saturday the train ran into a herd of deer on the track and killed three of them

10/03/1882 *Almonte Gazette* **Kingston (CP)**

THE MINING INDUSTRY - LARGE CONTRACTS.- the Kingston & Pembroke Railway company expect to do a largely increased trade in the freightage of minerals during the coming year. The Bethlehem Iron Company, of Pennsylvania, now working the Lavant mines, have entered into a contract with the Kingston & Pembroke Railway company, for the freightage of 10,000 tons of ore annually for twenty years, and expect much more will be got out. Messrs. Boyd Caldwell and Co and W. C. Coldwell, of Lanark, have also made contracts with the K. & P.R.R. for the transport of large quantities of iron ore from their minds in the Lavant township. There has been expended at the Robert's mine, township of Palmerston, about \$75,000; at the Lavant mines \$40,000; and at the Glendower mine, township of Bedford, say \$60,000.

31/03/1882 *Almonte Gazette* **Kingston (CP)**

The Kingston Car Works Company has received an offer from a Canadian railway to take all the cars they can turn out during the next two years.

About the first of June the Kingston and Pembroke Railroad will be laid on the branch north of the Clyde. Messrs. Macdonald & Corbett have 100 men at work on their contract.

07/04/1882 *Almonte Gazette* **Kingston (CP)**

The Kingston and Pembroke Railroad takes in about ten carloads of ties a day from the Mississippi for the Grand Trunk. Each car takes 150 ties, making 1,500 ties a day.

02/06/1882 *Almonte Gazette* **Kingston (CP)**

KINGSTON AND PEMBROKE R.R - EXTENSION.. - the grading of the railway from Lavant to Caldwell's mill, Clyde River, is being pushed, and it is expected that by June the work will be completed. The line will then be laid with ties and rails, and it is expected that is [sic] September the road will be in operation. The northern extension will then be 20 miles in length. The survey party connected with the road is now locating the line from the Clyde River to the Renfrew Junction of the C. P. R. R.

30/06/1882 *Renfrew Mercury* **Kingston (CP)** **Renfrew**

Article - Where shall the junction be?

14/07/1882 *Renfrew Mercury* **Kingston (CP)** **Renfrew**

Account of ratepayers meeting - majority in favour of rendering assistance.

21/07/1882 *Renfrew Mercury* **Kingston (CP)** **Renfrew**

The reeve has received an answer to his last communication, relating to the recent meeting in the Township Hall, from the President of the K. & P.R. Mr. Gildersleeve says the offer of a bonus of only \$3,000 was a disappointment: and he submitted instead a proposition - for exemption from taxation for twenty years and a bonus of \$3,000 payable on completion of the line into Renfrew; and \$5,000 when the assessment shall have reached \$30,000 over its present amount: or one payment of \$6,000 on completion of the line to Renfrew. The exemption and the bonus by law to be confirmed by the Legislature; but the expenses attendant thereon to be borne by the company. There is a serious difference of opinion as to the advisability of coming into Renfrew at all; but if the present proposal be accepted the junction will be definitely settled at Renfrew, and might possibly be finished in fifteen months.
More.

21/07/1882 Almonte Gazette Kingston (CP) Renfrew

The people of Renfrew have decided to offer the right of way through the village and land for station purposes in the event of the Kingston and Pembroke Railway being made to connect with the Canada Pacific in that place.

04/08/1882 Almonte Gazette Kingston (CP)

Tenders have been invited for grading the Kingston & Pembroke Railway from the Madawaska to a point nine miles northward.

04/08/1882 Renfrew Mercury Kingston (CP) Renfrew

Account of a further meeting of the ratepayers - Ratepayers in favour of granting further aid.

11/08/1882 Almonte Gazette Kingston (CP) Renfrew

A JUNCTION AT RENFREW. - next week Mr. Geo. A. Kirkpatrick, M.P. and Messrs. B. W. Folger and C. F. Gildersleeve will visit Renfrew to make arrangements for the submission of a by-law in connection with the Kingston and Pembroke Road to the people of that town. At a meeting held there recently it was decided to offer the K. and P. Company a bonus of \$6,000 and exemption from taxes for twenty years if they would effect a junction with the Canada Central at that town. This offer has been accepted by the company, and a by-law legalizing the grants mentioned will be put to the people as soon as possible.

11/08/1882 Renfrew Mercury Kingston (CP) Renfrew

By-law No. 240 to aid and assist the Kingston and Pembroke Railway by granting a bonus thereto of \$3,000 dollars. Full wording.

24/08/1882 Ottawa Citizen Kingston (CP)

The tenders for the extension of the Kingston and Pembroke Railway to a junction with the Canada Pacific at or near the village of Renfrew were, this morning, awarded to Messrs. Ardaugh, Bannerman & Co. Mr. Bannerman is a Renfrew gentleman while his partners are wealthy Rochester contractors who have executed large contracts in New York State and elsewhere in the neighboring Republic. Work will be commenced on the extension at once and pushed forward with all possible despatch and we may expect to have the whole line completed and trains running by October 1883

25/08/1882 Renfrew Mercury Kingston (CP) Renfrew

A telegram from Kingston under date of 22nd. Inst., says:- The contract for the construction of the Kingston and Pembroke railway to a junction with the Canada Pacific railway was this morning awarded to ? Bannerman & Co. (illegible) it is expected the whole line completed and trains running by October 1883.

30/08/1882 Kingston Daily British Whi Kingston (CP) Kingston

A New Engine House

The K. & P. RR Company intend to build a new engine house on the Farley property, which has been levelled with the track. The new round house will have accommodation for six or seven locomotives. The present engine house near the Tete du Pont barracks will be transformed into a freight shed. The people of Pittsburg will not then be annoyed by the shunting of the trains or the puffing of the engines. The K. & P. RR Company are making many improvements in the lower part of the city.

01/09/1882 Almonte Gazette Kingston (CP)

The tender for the extension of the Kingston and Pembroke Railway to a junction with the Canadian Pacific at or near the village of Renfrew, has been awarded to Messrs. Ardaugh, Bannerman & Co.

A deliberate attempt was made to wreck a Kingston & Pembroke Railway train by placing an iron obstruction on the track near Kingston last Thursday. An engine and six cars were thrown off, and the road was blocked for five hours.

08/09/1882 Almonte Gazette Kingston (CP)

INSTANTLY KILLED. - A man named Keish, working on the K. & P. Railroad, between Sharbot Lake and Clyde, was killed Tuesday morning. A train passed, and he stepped on the track, but behind him came a car, which ran over and instantly killed him.

08/09/1882 Renfrew Mercury Kingston (CP) Renfrew

The Kingston and Pembroke R.R. \$3,000 bonus by law carried. Full account.

25/09/1882 Kingston Daily British Whi Kingston (CP) Kingston

What's the News?

Plans for the K. & P. RR. round house are being drawn. There will be six engine stalls.

29/09/1882 Renfrew Mercury Kingston (CP)

Messrs. Albaugh Bannerman & Co. have about fifty men at work on the Calabogie end of the extension. They are advertising for 500 men. Word has reached here from Calabogie that the Reid's Mills route has been abandoned, and that the workmen are now on the eastern route.

10/10/1882 Ottawa Free Press Kingston (CP) Renfrew

Seventy-five horses and carts were rigged out recently in Renfrew Village for work on the Kingston & Pembroke R.R. Horses cannot be had in Renfrew for team work for love or money. All, or nearly all, have been sent to work on the railway.

27/10/1882 Almonte Gazette Kingston (CP)

PROGRESS OF THE K. & P.R.R. The Kingston & Pembroke Railroad is finished to within fifteen miles of Renfrew, which will be the terminus. The original intention of the company was to have it at Pembroke, but this has been changed. Three hundred and fifty men are employed at Renfrew at present, and a night gang will be put on at the beginning of next month. Allan Bannerman and the contractors for the section between Lake Calabogie and Renfrew are making good progress. Regular trains are running from Kingston as far as Flower station, near Cameron settlement, at the south end of Clyde. The station is nine miles from Calabogie Lake and twenty-five from the terminus. The heaviest piece of work on the line is at Mud lake, where twenty-five thousand yards of rock filling were required. This road will greatly develop the mineral resources of Madawaska, and arrangements are being made by a number of mining companies to begin operations on an extensive scale next spring. Last summer many millions of feet of lumber were shipped from Caldwell's Mill and McLaren's mill, on the Clyde, by the new roads. Extensive lumbering operations are carried on upon Calabogie Lake and the company are energetically extending the line to the lake, a distance of 9 miles from the present terminus. The Kingston and Pembroke Railway connects with the Canada Pacific Railway at a point near Renfrew.

30/10/1882 Ottawa Citizen Kingston (CP)

The Kingston and Pembroke Railway is now finished to within fifteen miles of Renfrew, which will be the terminus although the first idea was to have it at Pembroke. A large number of men are employed on the works and it is intended to put on a night gang about the end of the present week. Already regular trains are running between Kingston and Flower station near Cameron settlement, at the south end of the Clyde. The new line will have the effect of developing the rich mineral resource of the Madawaska and as a proof of the latter statement it may be mentioned that a number of mining companies are at work preparing to begin operations next spring. It may also be stated that this road will connect with the Canadian Pacific at a point near Renfrew.

17/11/1882 Almonte Gazette Kingston (CP)

A train on the Kingston and Pembroke railway struck a man lying on the track near the junction with the Quebec & Ontario Railway. He was instantly killed. The unfortunate victim was named Connors, and hailed from some place near Montreal. The company ordered his burial. He was a navvy.

20/11/1882 *Ottawa Citizen* *Kingston (CP)* *Renfrew*

Work on the Kingston and Pembroke Railway is being pushed forward. It may interest those who are wondering by which route the company will enter Renfrew to learn that it is rumoured the right of way has been purchased for the track on the western side of the village indicating that the station will be near the Bonnechere River.

22/11/1882 *Kingston Daily British Whi* *Kingston (CP)*

City and Vicinity

Round House. The new Round House in course of erection by the K. & P. RR. Company is far advanced. It will be ready for occupation about January 1st. The old engine house opposite Tete du Pont Barracks will be converted into a freight shed.

24/11/1882 *Renfrew Mercury* *Kingston (CP)*

The car works at Kingston are building three passenger cars for the K. & P. Railway and in a short time commencement will be made on 100 flat cars for the same road - a necessity in order to accommodate the increasing traffic in iron ore.

25/11/1882 *Ottawa Citizen* *Kingston (CP)* *Sharbot Lake*

Perth Expositor - the price paid to the Kingston and Pembroke Railway for the use of their crossing over Sharbot Lake by the O&RR [sic] is said to be \$14,000. The latter will take the west side of the embankment which they will widen and build up with cut stone..

05/12/1882 *Ottawa Citizen* *Kingston (CP)*

A member of the firm that has the contract to build twelve miles of the Kingston and Pembroke Railway between the Clyde and the Madawaska states that there are three miles and a half of this section laid with rails and that four miles more are graded. Rails will be laid to Calabogie Lake by next June which is about eleven miles from the Clyde. There are 450 men working on this section. The people from Bedford and Crosby townships are agitating for railway connection and in all probability a branch of the Kingston and Pembroke Railway will be run to Westport, on the understanding that the municipalities grant a bonus of \$25,000 or \$30,000.

15/12/1882 *Almonte Gazette* *Kingston (CP)*

Three miles of the Kingston and Pembroke Railway between Madawaska and Clyde have been laid with rails and four more have been graded.

22/12/1882 *Almonte Gazette* *Kingston (CP)*

The K. & P.R.R. have just completed another ten-mile contract between Lavant Station and Clyde Lake.

08/01/1883 *Kingston Daily British Whi* *Kingston (CP)* *Kemptville*

Preparation for Action

The K & P RR have no new ???projected as yet, but they ask for amendments to their charter so as to be enabled at any time to open up and operate work. For this purpose it is also desirable to have an increase in the capital stock

City and Vicinity

New Round House - The round house of the Kingston & Pembroke RR. Company is assuming definite proportions. The frame work of the building can be seen from the foot of Wellington Street. Stalls will be ready for the engines about the middle of March.

24/01/1883 *Ottawa Citizen* *Kingston (CP)* *Kingston*

Kingston 23rd January. Today the first spike was driven for the Kingston and Pembroke Railway. An iron ore dock that will be built below the bridge chutes will also be erected by means of which vessels may be loaded with ease and rapidity. When the dock is completed it will have cost \$75,000. It is stated that in July next the K&P and L&O Railways will have connected at Sharbot Lake, which will give direct connection between Kingston and Montreal via the Kingston and Pembroke Railway.

06/02/1883 *Brockville Recorder* *Kingston (CP)* *Kingston*

The Kingston and Pembroke Railway was completely blocked with snow and ice yesterday. No trains left Kingston.

16/02/1883 *Renfrew Mercury* *Kingston (CP)*

Account of snow blockade on the K&P.

30/03/1883 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

Account of a meeting to discuss certain proposed changes to the K. & P.R. Act which would give them power to construct branches to Westport, Smiths Falls and Eganville.

30/03/1883 *Renfrew Mercury* *Kingston (CP)*

Messrs. MacDonald & Co., contractors on one section of the K. & P. Railway, are pushing the work of making a cutting through solid rock at Calabogie Lake. The cut will be about half a mile long, and at the heaviest point 45 feet in depth. The material taken from the cut will be used in making a dump across Calabogie Lake.

18/04/1883 *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

City and Vicinity

Railway Round House - The K. & P. RR. round house will soon be ready for occupation. Ferguson Bros. of Napanee are now [illegible] the roof. The building is [88?] feet front, [133?] feet the half circle. It is [62?] feet deep and contains six stalls. Its frame and was built by R.S. Mowat, one of Kingston's contractors. A turntable is now being placed in front of the round house.

20/04/1883 *Renfrew Mercury* *Kingston (CP)*

On Tuesday 300 navvies on Bannerman & Co.'s contract K. & P. Railway, struck work. They were receiving \$1 25 per day and wanted \$1 50. The matter was arranged and work resumed. The Bannerman contract is from the Madawaska to Renfrew. Rock work on O'Brien and MacDonald's cutting K. & P. Railway is nearing completion. The debris is run out on hand cars and dumped in Grassy Bay, a portion of Calabogie Lake. There are about 24,000 cubic yards of rock to be cut while about 45,00 cubic yards of material will be required to fill the lake, The balance of the filling when the cut is complete will be brought from other portions of the road.

18/05/1883 *Renfrew Mercury* *Kingston (CP)*

It is stated on good authority that the contractors have received permission to go on with the work of construction as far as Reid's Mills. From this it is pretty evident that the railway will enter the village by the lower route. It is hardly probable that the road will be finished before this time next year.

25/05/1883 *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

Changing the Tracks

To-day the Superintendent of the Kingston & Pembroke RR. was supervising the removal of the old turn table near the Tete du Pont barracks and changing the tracks so that the shunting of trains will be done away with at that point and the people of Pittsburg have no further grievances to ventilate.

06/07/1883 *Renfrew Mercury* *Kingston (CP)*

Work on the Kingston and Pembroke Railway is now going on as near to the village as Reid's Mills. Messrs. Albaugh & Bannerman began work there this week; not, however, to come on from that point to Renfrew, but to meet the line as it progresses from Calabogie. From this it appears that the location of the route has finally been fixed. It will strike from Reid's Mills past Mr. D Farquharson's place, and thence will strike the Bonnechere between the gully and the Bonnechere bridges.

17/08/1883 Renfrew Mercury Kingston (CP) Sharbot Lake

The Kingston & Pembroke Railway have received \$11,000 from the O. & Q. Railway for the right to cross the dry [sic] way at Sharbot Lake.

14/09/1883 Renfrew Mercury Kingston (CP)

A Kingston despatch of the 11th inst., says it is rumored in the city that the C.P.R. have leased the K. & P. Railway for 99 years now that the Ontario and Quebec Railway is open to Perth. It is remarked that if this be so, Kingston will have direct competition with the G.T.R. both east and west. But how about Pembroke and Renfrew obtaining competition?

21/09/1883 Renfrew Mercury Kingston (CP)

We learn that an unlicensed liquor shanty is in full blast near T. Carty's, on the line of the K. & P. Railway. About fourteen out of twenty workmen on W.H. MacDonald's contract were lying around drunk on Monday. If the Inspector can manage to prove a date, a case will be worked up.

28/09/1883 Renfrew Mercury Kingston (CP) Calabogie

There was some talk of a locomotive arriving at Calabogie from Kingston by this time, but we have not heard that any such interesting event has occurred yet. We wonder that some enterprising individual is not organizing excursion trips from Renfrew to Calabogie, so as to afford the people here a chance of a drive in the country and at the same time to see the railway work in progress.

05/10/1883 Renfrew Mercury Kingston (CP) Calabogie

Travel from Renfrew west is already going by way of the Kingston & Pembroke. Mrs. Robeson, wife of Rev. J.B. Robeson, drove out to Calabogie last week to take the train there to Kingston.

11/10/1883 Kingston Daily British Whi Kingston (CP)

The K. & P. RR. brought in 70 Italians from Sharbot Lake this morning. They were ticketed by Folger & Hanley for Thunder Bay where they will work on John Ryan's contract.

26/10/1883 Renfrew Mercury Kingston (CP) Calabogie

The boys on the K. & P.R. are now singing "One more River to Cross." They mean the Madawaska, to which the iron has now been laid. The crossing will soon be made. By November 1st trains will be running to the river, and ore will be brought in in large quantities. The controlling interest in the huge Calabogie mine has been purchased by Hugh Ryan of the O. & Q. R.R. A ---- station is being erected at the river, which is only fourteen miles from Renfrew.

02/11/1883 Renfrew Mercury Kingston (CP) Sharbot Lake

The K. & P. and O. & Q. railways are building a fine station at the junction at Sharbot Lake

09/11/1883 Renfrew Mercury Kingston (CP) Calabogie

We learn from the office of the Kingston and Pembroke Railway that trains will be running to Calabogie Lake early this month. When snow comes and ice forms on the Lake there will probably be considerable travel from Renfrew westward.

30/11/1883 Renfrew Mercury Kingston (CP) Calabogie

The K. & P. Railway carried their first car load of iron ore from the Calabogie mine last Wednesday, 21st inst.

14/12/1883 Renfrew Mercury Kingston (CP)

During the summer months the workmen on the construction of the K. & P.R. received \$1.50 a day of ten hours. Now they get \$1.25; and work nine hours. Some half-dozen labourers from this village walk out the three miles each morning and return at night. They think it cheaper to walk in and out and board at home, than to pay the \$3.00 a week charged by the railway boarding house.

31/01/1884 The Equity, Bryson Kingston (CP)

K. & P.R. construction. A night gang are about to be placed on O'Brien's contract, on the K. & P. Railway in order to complete it in July. Over 200 men are now employed. The Calabogie cut is 3,000 feet long, 22 feet wide and 44 feet of base through the solid rock. Of the 27,000 square yards of material, 17,000 have been removed. Director McGuire in his report to the city says that the road is now actually running to Calabogie Lake, 80 miles from Kingston, and of the remaining 15 to Renfrew more than half is ready for the rails. The whole work will be completed in June. During the last two years the Company expended within the city \$200,000. Its passenger list reaches 30,000 per annum. A later dispatch from Kingston says that when the 112 miles from Kingston to Renfrew are completed the road will have cost \$20,000 per mile and the equipments \$10,000 per mile.

14/03/1884 Renfrew Mercury Kingston (CP) Kingston

The first car of freight that has arrived at Kingston from the United States via the K. & P. Railway reached there last week. It was a car-load of coal, and it came across at Morristown, then went to Perth, then to Sharbot Lake, and finally to Kingston. Competition with the Grand Trunk has commenced in earnest.

28/03/1884 Renfrew Mercury Kingston (CP)

The K. & P. Railway Co. have sold to the Napanee and Tamworth Railway Co. the right to build connections between the two lines.

16/04/1884 Ottawa Free Press Kingston (CP)

Mr. O'Brien, one of the contractors on the Kingston and Pembroke Railway, is in the city. He says that the work on the new line is progressing rapidly. Grading will be finished through from Kingston to Renfrew in July, and traffic will be commenced in September. The work of filling in at Calabogie Lake is just about finished. This has been a heavy job and a large force of men have been employed day and night for some time past. The total quantity filled in was forty thousand yards. A bridge at one portion of the line near the lake was swept away by the ice this spring. The loss was about \$10,000.

16/05/1884 Renfrew Mercury Kingston (CP)

Messrs. W.H. McDonald and James Watt, who have had a sub-contract on the construction of the K. & P. Railway, above Carty's, will have finished their portion of the line in about ten day's time.

23/05/1884 Renfrew Mercury Kingston (CP) Renfrew

The Kingston Whig says it is probable that a union station will be built by the C.P.R. and K. & P. at Renfrew.

It is believed that the Union station which it is reported will be built by the Canadian Pacific and the Kingston & Pembroke Railways will be in the neighbourhood of where the C.P. track is crossed by Lochiel street as a property holder there, who was about to erect a dwelling-house having been notified not to proceed, and that the Railway Companies will recompense him for all trouble and purchase the land.

23/05/1884 Renfrew Mercury Kingston (CP)

There is a sink-hole at Elbow Creek on the line of the K. & P. R. and recently the track sank four or five feet at that point. The hole was refilled, and trains were running the next day.

29/05/1884 Kingston Daily British Whi Kingston (CP)

City and Vicinity
Italians Camping Out

Last evening five Italians boarded a K. & P. RR. car and lit a fire in order to keep themselves warm. The watchman discovered the olive-skinned individuals and had the party arrested. This morning they were liberated, informations not having been laid and charges preferred of trespass.

29/05/1884 Kingston Daily British Whi Kingston (CP)

A number of Italians have arrived from Peterboro en route to Sharbot Lake.

30/05/1884 Renfrew Mercury Kingston (CP)

Messrs. W.H. McDonald and Jas. Watt finished their contract on the K. & P.R. from Carty's road past Perreault's Lake last Thursday. The engineers gave them credit for building one of the solidest and best pieces on the line. Theirs was a contract from the company; not a sub-contract as we stated recently.

13/06/1884 Renfrew Mercury Kingston (CP) Renfrew

Considerable portion of Mr. Carswell's field on the south side of the Canadian pacific track between the two railway bridges, will be taken up by the Y line of the K. & P.R. - the ends of the Y each joining the C.P.R. track near the different bridges. At present the fence posts are being set up around the property thus occupied.

04/07/1884 Renfrew Mercury Kingston (CP) Renfrew

The Kingston Whig says:- The K. & P.R. Company will erect a round house at Renfrew, with stalls for five or six engines. It will be built on the same plan as the one here. The railroad company hope to be running trains to Renfrew by the end of September.

09/07/1884 Ottawa Citizen Kingston (CP) Renfrew

The Kingston and Pembroke Railway Company are at present grading their lines within the limits of the village of Renfrew. Through trains will probably be running by November next. The new line will be a great boon to the farmers and lumbermen in that district running in close proximity to some of the best lakes for fish and the best hunting grounds for deer in that country.

14/07/1884 Kingston Daily British Whi Kingston (CP)

City and Vicinity

Italians on Their Muscle.

The timber drivers on the Madawaska River and the Italians engaged on the Kingston & Pembroke RR., Calabogie, had a scrimmage last week. The Italians, 23 strong, armed with bowie knives and revolvers, "cleaned out" some 50 raftsmen. The foreman of the latter had a bullet put through his hat.

18/07/1884 Renfrew Mercury Kingston (CP) Renfrew

Mr. Folger of the K. & P. Railway Company, was in town last week. In an interview with a resident, he stated that the grading of the road would be completed in two week's time, and that all the work of construction then unfinished would be the bridge at Calabogie and the cut at Curry's. It is doubtful if the rails will be laid and trains running over the entire road before November, although the company will try to get into Renfrew in time to do some of the fall trade. The Union station will be on the same lot as the C.P.R. station, but on the village side of the C.P.R. rails. The K. & P. trains will come into the station as the C.P. trains run into Brockville, on the village side of the track but not crossing the entire length of the building.

05/09/1884 Renfrew Mercury Kingston (CP) Renfrew

The Kingston and Pembroke Railway track is now being graded across the village streets, alongside the C.P.R. track.

19/09/1884 Renfrew Mercury Kingston (CP)

Tracklaying from Calabogie to Renfrew was to be commenced at Calabogie this week. At this end, the line has been graded right into the C.P.R. station yard. A temporary station will be erected this fall, to give place next season to a more substantial Union station.

The Round House is being erected near the C.P. track between the bridges. The contractors are Kingston men. The telegraph poles alongside the C.P. line will require to be moved back, for some distance beyond the village limits. Mr. Thos. Eady's house on Argyle street will also require to be moved back.

09/10/1884 Kingston Daily British Whi Kingston (CP)

Incidents of the Day

About forty Italians, from Tamworth, in the late disturbance there, have gone to work on the Kingston & Pembroke RR

12/10/1884 Ottawa Citizen Kingston (CP)

The Kingston and Pembroke Railway commenced running through trains to Admaston - within four miles of Renfrew - last week. It is understood that the line will be completed and in running order to Renfrew by Saturday the 25th inst. The engine sheds at that place are about completed. The erection of a handsome station will at once be proceeded with, to which the municipality of Renfrew has voted \$3,000.

17/10/1884 Renfrew Mercury Kingston (CP) Renfrew

Tracklaying progressed as far as Harty's on Tuesday and it is possible the rails will be into this village by the end of the week.

24/10/1884 Renfrew Mercury Kingston (CP) Renfrew

Rails on the K. & P. had been laid to with [sic] a few hundred yards of the crossing at Farquharson's, on Monday. It is said that the supply of rails ran short, delaying the completion right into the village.

31/10/1884 Renfrew Mercury Kingston (CP) Renfrew

A K. & P. Railway train arrived within the village limits for the first time on Tuesday this week; when the rails were laid into Carswell's field, near the roundhouse. The trestle bridge, built alongside and connected with the C.P.R. trestle bridge over Smith's Creek, will not be completed until Saturday of next week; and until after that time the K. & P. trains will not run across Main street.

15/11/1884 Ottawa Citizen Kingston (CP)

By the first of December next Kingston and Renfrew will probably shake hands over the iron rails. The work on the Kingston and Pembroke Railway has been pushed well ahead. The road has been ballasted and the rails laid within three miles of the up river point and it is expected that through traffic will be in operation by the first of next month.

21/11/1884 Renfrew Mercury Kingston (CP) Renfrew

The K. & P. telegraph line was connected to the Renfrew telegraph office on 10th inst. Ballasting is being proceeded with rapidly, some two hundred men being at work. Trains may ne running regularly by the end of the month.

28/11/1884 Renfrew Mercury Kingston (CP) Renfrew

The K. & P. Rails were laid across the village streets early this week; and trains of that line now run into the C.P.R. station yard.

The first through shipment of freight from Kingston, by the K. & P. Railway, was made this week, - a car load of pressed hay for Mr. S. McDougall. The hay was purchased in the neighbourhood of Kingston; was brought to Renfrew as far as the roundhouse and transhipped in wagons from there to a C.P.R. car. It was destined for North Bay for the C.P.R. Company. Mr. McDougall says the cars of the K. & P.R. Company are too small.

29/11/1884 Kingston Daily British Whi Kingston (CP) Kingston

trains between City and Depot

Mr. T. Hanley is notified that on and after Dec. 1st a train will be run between the city and the Grand Trunk depot, connecting with the expresses going east and west. Travellers can buy their tickets in the city, step on the train at the foot of Brock Street, and proceed west without further delay.

01/12/1884 Kingston Daily British Whi Kingston (CP)

[Editorial mentions low-wage Italian and Chinese railway workers, not transcribed]

05/12/1884 Renfrew Mercury Kingston (CP) Renfrew

The three \$1,000 debentures issued by this village, for the payment of the bonus granted to the Kingston and Pembroke Railway, were sold on Saturday to Miss Jane Robertson, of Kingston, at 103 1/2c. on the dollar. There were other tenders, from local men, at 90c., 100c., and 101c.

12/12/1884 Renfrew Mercury Kingston (CP)

Messrs. P.S. Stewart and George Eady Jr, the Reeve and Treasurer of the village - went to Kingston this week to settle the debenture business with the K. & P.R. Co. The trip was made through from Renfrew by K. & P.R., - a special train taking them to Calabogie overnight. They were accompanied by Mr. A Smallfield of the Mercury, who is taking a small trip for the benefit of his health.

17/12/1884 Kingston Daily British Whi Kingston (CP) Calabogie

City and Vicinity
The Italians Paid Off

Mr. N. E. Parent, K.P.R.R., returned from Calabogie yesterday, where he paid off seventy-five Italians, who had been working on the road between Renfrew and Calabogie

26/12/1884 Renfrew Mercury Kingston (CP) Renfrew

The Kingston Whig says:- "Thomas Ridout has returned from his inspection of the K. & P.R.R. between Calabogie and Renfrew. He expresses satisfaction with the way the work has been performed. Now that the road has been officially examined, when will the opening occur, and when will Renfrew and Kingston, commercially speaking, shake hands."

During the past two weeks workmen have been engaged in putting up a small but neat railway station for the K. & P. Railway on the village side of the rails at the point where the roadway to the C.P.R. station breaks out into a common. The new building is large enough for a waiting room and a freight office; and is built in the popular semi-Swiss-Cottage style. The first of the regular trains was expected on Monday but did not come.

31/12/1884 Ottawa Citizen Kingston (CP)

The new Kingston and Pembroke line from Kingston to Renfrew having been completed so far as to allow the running of an excursion train on the line. Yesterday a party of some 75 gentlemen from Renfrew, including the Reeve and Councillors of Renfrew, left for Kingston by special train, where they were entertained by the citizens of that place. A number of gentlemen met the party at Renfrew.

02/01/1885 Renfrew Mercury Kingston (CP)

Account of a free excursion to Kingston. Engine was derailed.

02/01/1885 Renfrew Mercury Kingston (CP) Renfrew

Mr. M. Snider lately station agent at Harrowsmith, has been transferred to the charge of the Renfrew station and arrived here last week.

Mr. Harmer, the engineer of the train which made the excursion trip to Kingston is to become a resident of this village and will be placed in charge of the round-house.

16/01/1885 Renfrew Mercury Kingston (CP)

Timetable advertisement commencing December 29, 1884.

13/02/1885 Renfrew Mercury Kingston (CP) Kingston

The K. & P.R. Co. have made four freight cars at their shops and two more are almost completed. The company will make, as soon as possible, fifty flat cars.

12/03/1885 Kingston Daily British Whi Kingston (CP) Ardenale

At Arden [the] water tank froze and burst the other night and caused trouble and delay of trains on the O. & Q. RR.

07/08/1885 Renfrew Mercury Kingston (CP)

The K. & P.R. Co. now run a sofa car from Kingston to Sharbot Lake, for the convenience of passengers who travel by the night train. Another sofa car will shortly be put on the line.

A K. & P. train collided with some cattle near Wilbur station, on July 28th, and the engine and tender were thrown off the track. The engine, the Peter McLaren, was considerably damaged.

15/10/1885 Perth Expositor Kingston (CP) Sharbot Lake

MOSS - General News - A brakeman named MOSS was killed on the K. & P.R., near Sharbot Lake on Sunday morning. He must have fallen between the cars. When found he was cut in two below the abdomen. A year ago, and at the same place, Moss's brother was killed on the same line.

01/01/1886 Renfrew Mercury Kingston (CP) Kingston

The car works, which were established some three years ago at Kingston, and which cost \$62,000, have been sold to the Kingston and Pembroke Railway Company for \$12,000.

18/06/1886 Kingston Daily British Whi Kingston (CP) Kingston

St. James Church Strawberry Festival
Opening of K. & P.R. station

30/07/1886 Renfrew Mercury Kingston (CP)

The Kingston and Pembroke railway company have decided to keep the sleeping car "Chapleau", now running between Kingston and Sharbot Lake. It was thought that the sleeper would not pay but the car has been well patronized.

20/10/1886 Renfrew Mercury Kingston (CP)

Seven hundred tons of iron ore have been shipped over the K. & P.R. from the Wilbur, Williams, Wilson and Calabogie mines.

19/11/1886 Renfrew Mercury Kingston (CP) Ashdod

The K. & P.R. will erect a building at Ashdod to be used as a station house.

07/01/1887 Renfrew Mercury Kingston (CP) Renfrew

As will be seen by the advertisement on this page, the Kingston and Pembroke timetable has been slightly changed. The express leaves Renfrew at 12 o'clock noon, instead of 12:30; and the express from Kingston gets in at 8 o'clock instead of 6:20 p.m. By this arrangement connection is again made at Sharbot Lake with the C.P.R. trains going both east and west.

A month ago it looked as if there would be a quick winter at Calabogie but now the boarding houses are all full. Robert's mine at Ashdod and No. 1 mine of the Calabogie Mining Co., rented to an American company, are both being worked, two shafts in each mine. In Wilson's mine, the diamond drill has been stopped for the present; and the ore is being drawn to the switch for shipment by Mr. Wilson. He has a big contract this winter between drawing wood to and ore from the mines. There is a possibility of No. 4 mine being worked in the spring. Wood contracts for it are being given out. A number of men employed and in charge, are Cornish miners.

28/01/1887 Renfrew Mercury Kingston (CP) Calabogie

A paragraph in many of the local papers last week stated that the K. & P.R. engine house at Calabogie had been burned down at a loss of \$400. We were not aware of the K. & P.R. Co. having any such building there and did not insert the paragraph. It turns out that it was the engine house of the Roberts mine - the same mine where the recent fatal accident occurred.

18/02/1887 Ottawa Citizen Kingston (CP) Lavant

Lavant 17th. A terrible accident occurred in the Wilbur Mine at 1.30 this morning. At that time a huge scale of earth weighing many tons, was without warning, precipitated from the roof upon a number of miners who were working round the skip car. Those who escaped death raised the alarm, which was quickly responded to, and the work of rescuing those alive and recovering the bodies of those killed begun.

Five killed and several wounded.

More.

25/03/1887 Ottawa Journal Kingston (CP) Calabogie

On Monday ten pile drivers, in charge of Mr. Holder, will leave Kingston for Calabogie. They will construct the foundation for a bridge over part of Calabogie Lake. The Kingston and Pembroke Railroad company intends running a branch line from the Calabogie Iron Ore Mines over the lake to connect the main line and render transshipment of ore easy. Formerly the ore has to be floated from the mines to the cars.

08/04/1887 Renfrew Mercury Kingston (CP) Kingston

The K. & P.R. car works at Kingston turn out fifteen cars per month.

06/05/1887 Ottawa Journal Kingston (CP) Calabogie

The K. & P. are building a new switch at the mine at Bluff Point. Part of it crosses a corner of Grassy Bay and piles were driven in during the winter. The ice in raising with the spring freshets drew some of these right out and set them adrift, which will necessitate a "dump" being made to supply their place.

17/06/1887 Renfrew Mercury Kingston (CP)

The K. & P.R. company is replacing eight miles of iron rails between Calabogie and Flower station by steel.

29/06/1887 Kingston Daily British Whi Kingston (CP) Kingston

Commencing tomorrow all passenger trains on the K. & P. will arrive and depart from the new depot opposite the city hall.

08/07/1887 Renfrew Mercury Kingston (CP) Kingston

The Kingston and Pembroke railway company took possession of their new depot on the 1st of July. The buildings are regarded as the handsomest in the Province.

12/08/1887 Renfrew Mercury Kingston (CP)

A photographer has been going along the line of the K. & P.R. taking photographs. Thursday he was crossing on the bridge over the Madawaska when a train came along and swept the apparatus into the river. The artist had barely time to save his life.

06/10/1887 The Equity, Bryson Kingston (CP)

The siding from the Kingston & Pembroke Railway into No. 1 mine of the Calabogie Iron Company, is about completed. The lessees can then ship the accumulated ore, and realize on hthe product.

01/02/1888 Canada Lumberman Kingston (CP)

The Rathbun Company, through their Kingston agency alone, have handled off the K. & P. railway 1061 car loads cedar posts, shingles, lumber and railway ties. This would make a train, with engines enough attached to move them, over eight miles long. This material, together with what has arrived from Ottawa and other points, makes 121 vessel loads shipped by this firm from Kingston during 1887.

09/03/1888 Renfrew Mercury Kingston (CP) Kingston

Last month there was turned out of the K. & P.R. car shops 22 box and 20 flat cars. The box cars are for the C.P.R. and the flats will be used by the K. & P.R.

30/03/1888 Renfrew Mercury Kingston (CP)

Deputations from various points are going or have been to Ottawa to ask the Government for a grant of \$100,000 towards the proposed railway from Flower station, K. & P.R. to Carleton Place, via Lanark and to confer with capitalists regarding the proposed scheme.

05/04/1888 Toronto Daily Mail Kingston (CP)

Kingston Board of Trade April 4

The City's Railway Policy

The board also discussed the policy by which it is expected if railways can be centered here that the city will boom. Mr. Rathbun, who wants an entrance to the city for the Napanee and Tamworth railway, has asked what the city will give. He has abandoned the scheme of an independent line from Yarker to Harrowsmith and secure running powers over the Kingston and Pembroke railway. The members of the board considered that a sum ranging from \$50,000 to \$100,000 would be all the rate-payers would give, and a line from Tamworth to Tweed would also have to be built if such a grant was made. The city also wants to aid the Smiths Falls and Kingston railway and several minor connections to important points.

01/06/1888 Renfrew Mercury Kingston (CP) Kingston

The K. & P.R. have received an order from the C.P.R. Co. for 150 more freight cars.

19/10/1888 Renfrew Mercury Kingston (CP) Kingston

The Kingston car works are completing an order for 200 cars for the C.P.R., 100 cars for the K. & P.R. railway and a \$3,000 snow plough for the Manitoba and North-western Railway. Two hundred men are employed.

28/12/1888 Renfrew Mercury Kingston (CP)

The German Iron Syndicate have instructed Capt. H.D. Moore to have a line of railway surveyed from the Kingston and Pembroke Railway at Calabogie five or six miles into the township of Darling, at Craig's, where they have secured an extensive iron claim from Messrs. Robinson of Ottawa, and Yuill, Darling. A line is also to be surveyed into the Davies & McMartin iron mining property, in Bedford, by order of the same company. Perth Courier.

11/01/1889 Renfrew Mercury Kingston (CP) Renfrew

The K. & P.R. Company have effected a very considerable improvement in the vicinity of their station, by raising up the ground on the village side of the track with a few loads of gravel. This was formerly a bad mud hole. If the C.P.R. will only follow suit in the low place between the tracks of the two lines, there will be much more comfort for pedestrians, who are compelled to go to the station in wet weather.

22/02/1889 Renfrew Mercury Kingston (CP)

Another carload of cotton left the K. & P.R. station on February 14th for China, making the third car of 150 bales shipped from Kingston this year.

02/08/1889 Renfrew Mercury Kingston (CP) Calabogie

The K. & P.R. Iron Mining Company has removed machinery from Flower Station to Black Bay iron ore mines, near Calabogie. The ore there is first class and a large gang of men have set to work to get it out.

15/11/1889 Renfrew Mercury Kingston (CP)

About two weeks ago the K. & P.R. began running its new first class passenger cars through to Renfrew. Previously to that, the better cars ran only between Kingston and Sharbot Lake, and shabby old affairs were despatched to this end of the line. Now, cars handsomer even than C.P.R. first class cars traverse the whole line. The workmanship on them is fine, the decorations are handsome, and the fittings elegant. This new rolling stock was built on the K. & P.R. car shops at Kingston, and it is said each car is worth \$7,000.

18/11/1889 *Ottawa Citizen* *Kingston (CP)* *Kingston*

A Kingston and Pembroke train which left Kingston recently, carried two football teams, a dramatic company, a funeral and a bridal party.

13/06/1890 *Renfrew Mercury* *Kingston (CP)*

The K. & P.R. have just turned out twelve new flat cars for the Intercolonial Railway.

05/09/1890 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

All last week there stood in the K. & P. railway yard here, on two flat cars, a handsome little engine and tender, manufactured at the Kingston Locomotive Works, and bound for the North West. It was labelled "Alberta Railway and Coal Co. : No. 15."

10/04/1891 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

On Friday morning last, when Mr. M. Snider, K. & P.R. agent, walked up to the station-door to unlock it, he found to his great astonishment that it was open and the room occupied by different citizens, who had found the place open and walked in. During the night, burglars had forced the door open; and, pulling the cash till from its fastenings beneath the ticket selling wicket, had ransacked it. They secured between five and ten dollars in cash.

01/06/1891 *Canada Lumberman* *Kingston (CP)*

Awful bush fires along the line of the Kingston & P. Ry. Taking in Ompai [sic], Lavant and Wilbur. A great deal of cordwood cut last winter has been destroyed.

26/06/1891 *Renfrew Mercury* *Kingston (CP)* *Madawaska*

The travelling public are generally inclined to give the K. & P.R. officials, from the highest to the lowest, the credit of being as obliging as men can be, but there are complaints loud and long about the poor accommodation at Madawaska. A good passenger and freight traffic is done there; but people need to go through a course of acrobatic training in a circus before they can hope to comfortably or gracefully board a train at that point. It would not involve vast expense to remedy this, and surely the business done there warrants a remedy.

26/06/1891 *Renfrew Mercury* *Kingston (CP)*

Mr. C.F. Gildersleeve, President of the K. & P.R., was in Renfrew on Thursday last, having been up to Pembroke, in company with Messrs. Folger and Nash, to confer with leading men there on the subject of running trains right through to that town, and with fair prospects of their cooperating in the matter. On his return from Pembroke, Mr. Gildersleeve called upon Mr. A.A. Wright, who took advantage of the opportunity to try and interest him in promoting a junction here between the K. & P.R. and the projected Shawville and Renfrew railroad: a matter which, as soon as the latter enterprise shows promise of being carried out, will receive due consideration.

24/07/1891 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

When we walked down to the K. & P.R. station early on Saturday morning to learn what we could about the "special" carrying the C.P.R. magnates out to Kingston, we were greeted by the youngest station master on record. It was Mr. Snider's little four year old daughter, singing blithly and announcing "The man that keeps the office isn't here. My Pa. He's got sore eyes. I'll show you Mr. Folger when he comes." And she flourished some written orders, in her little fist. Mr. Snider has been attacked by inflammation of the eyes. On Monday his place was temporarily filled by the transference of Mr. Chas. F. Meek from the Kingston freight and passenger offices, K. & P. and K.N. & W. Railways, to Renfrew.

30/10/1891 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

When Mr. B.W. Folger, superintendent of the K. & P.R. was in Renfrew last week, he made some remark about the new station. "I thought that was dead and buried," was the response of the person to whom he was talking. "Oh no," said Mr. Folger, "it is going to go on."

30/12/1892 *Renfrew Mercury* *Kingston (CP)* *Renfrew*

One of those little improvements - which, when done, makes one wonder why it had never been done before - has been effected at the K. & P.R. station by cutting out an entrance door in the front side of the building and closing up the old door at the end. Passengers do not now have to hunt to find an entrance to the waiting room and ticket office.

01/02/1893 *Ottawa Citizen* *Kingston (CP)*

It was learned yesterday from one who is considered to be good authority, that Mr. J.R. Booth is negotiating to control the Kingston and Pembroke Railway which, it is generally admitted, would make an admirable feeder for the Ottawa, Arnprior and Parry Sound Railway. The securing of this road by Mr. Booth would be a big thing for Pembroke, as the inhabitants of that town would then have opposition in railway matters a thing they have been incessantly looking for many years past.

The Kingston and Pembroke Railway Company have power to run from Kingston to Pembroke over the line of the C.P.R. They have not taken advantage of this power however, but should Mr. Booth obtain control of the road and its privileges, it is said he would no doubt open up services between these two points.

By this transaction the people of Pembroke would have the advantage of two railways entering their town and this would relieve them of the construction of a branch line to Douglas on the Ottawa, Arnprior and Parry Sound Railway, which would mean an expenditure of a couple of hundred thousand dollars.

The latter project has received a good deal of attention of late, but it is understood that a few of those who were instrumental in promoting the scheme have been given the hint to "go slow", as it was more than probable that the road would not be required.

19/05/1893 *Renfrew Mercury* *Kingston (CP)* *Flower*

A few days ago, part of the K. & P.R. track near Flower station was covered with water and trains had to go slow through it. While conductor Judge's train was passing, he threw out a fishing line, and, much to his surprise, caught a pike weighing 13 lbs. At this season of year pike are plentiful in the streams near the track.

26/05/1893 *Ottawa Journal* *Kingston (CP)* *Grassy bay*

The K & P railway track on the dump across Grassy Bay on the Madawaska is considerably wrecked and traffic on the line has been suspended for a few days. The high wind on Saturday night and Sunday operating on the high water had the effect of washing away the track on the dump. A gang of men were set to work on Sunday and began repairing the damage done. The dump across the bay is over half a mile long and as the water has washed away the track across its whole length it is said that it will be some days before the road will be fit to resume traffic on it.

19/10/1893 *Ottawa Journal* *Kingston (CP)* *Renfrew*

On Friday last the K. & P.R. express train did not leave Renfrew for Kingston owing to a smash at the turntable near the roundhouse. There was an engineer on the K. & P. locomotive who had not been at the Renfrew end of the line very often this summer, and he was not fully posted on the details of the arrangements by which the Atlantic and Northwestern trains use the K. & P. track and turntable at this point. Consequently, to get his own engine out, he turned a switch from the main line to the turntable siding.

The A. & N.W. train, fresh in from Eganville, came backing down the track as usual and before the hands realized the situation their train was on the turntable instead of the main line. The first coach dropped into the turntable pit and wrought considerable havoc - driving the table a foot off centre, and smashing the upright timbers.

The K. & P. engine could not get on to the track and its train was cancelled. The C.P.R. sent a wrecking car to the spot and Mr. Folger came out from Kingston. It was well on in the night when the damage was repaired. By the "rule of the road" the A. & N.W. (C.P.R.) is at the expense of the trouble. One of the A. & N.W. men has been suspended.

From Renfrew Mercury 13/10/1893

19/01/1894 Renfrew Mercury Kingston (CP) Flower

The K. & P.R. Ry. have a ticket office here now. This is an improvement of the old plan of buying tickets on the train.

23/02/1894 Ottawa Journal Kingston (CP) Clyde Forks

Run off on the K&P. No. 3 mixed train, engine, freight cars and passenger car derailed. Details.

17/05/1895 Renfrew Mercury Kingston (CP) Calabogie

On Wednesday evening, the K. & P.R. express train was late in reaching Renfrew. The cause of the delay was a break in one of the twin bridges over the Madawaska at Calabogie - the bridge furthest from Renfrew. Just as the mixed train was crossing the timbers were heard to crack. The hands prepared to jump in quick order, if necessary, but the locomotive and cars crossed without mishap. When the express came along, it was not deemed expedient to run the engine over. The cars were shunted across the bridge safely, and then the passengers walked over. The freight engine completed the trip to Renfrew. The passengers may have to be transferred in this way for a day or two before the bridge is made safe again for engines.

24/05/1895 Brockville Recorder Kingston (CP) Calabogie

On Wednesday the K. & P. express train was late on reaching Renfrew. The cause of the delay was a break in one of the twin bridges over the Madawaska at calabogie - the bridge furthest from Renfrew. Just as the mixed train was crossing the timbers were heard to crack. The hands prepared to jump in quick order, if necessary, but the locomotive and cars crossed without mishap. When the express came along, it was not deemed expedient to run the engine over. The cars were shunted over the bridge safely, and then the passengers walked over. The freight engine completed the trip to Renfrew.

03/01/1896 Renfrew Mercury Kingston (CP)

The K. & P.Railway is building new stone piers to the bridge at the Madawaska river, near Calabogie station. Some time ago the nomenclature of the stations at that point was changed also, and for the better. "Madawaska" station is no more. It has become "Calabogie". While "Calabogie" has become "Barryvale". Each station now corresponds its name to the post office.

01/05/1896 Renfrew Mercury Kingston (CP) Renfrew

We understand that the C.P.R. and K. & P.R. officials were to meet this week to see if arrangements could not be made to transact K. & P.R. business in the new C.P.R. station, and do away with the present K. & P.R. edifice.

06/05/1896 Ottawa Free Press Kingston (CP)

Henceforth the C.P.R. will take charge of the Kingston and Pembroke local line and their officials will transact all the business connected with it. The trains have already commenced to run from the C.P.R. station at Renfrew, the old K. and P. separate station having been sold to Stewart Bros. who will use it for the storage of grain.

29/05/1896 Renfrew Mercury Kingston (CP) Renfrew

Today the K. & P.R. trains commenced running from the C.P.R. station. From this time forward there will be no separate K. & P.R. station, but the Renfrew business of the line will be transacted by the C.P.R. officials on the C.P.R. premises. The K. & P.R. station building has been sold to Messrs. Stewart Bros., who will convert it into grain sheds, to take the place of those destroyed in the Dawson fire.

09/07/1896 Kingston Daily British Whi Kingston (CP) Sharbot Lake

Last night an engine of the Kingston & Pembroke Railway Co's was run on the turn table at Sharbot Lake, when the timbers gave way letting the engine into the pit. A special train was sent out with workmen and this morning rails were laid into the hole and the engine hauled out. The locomotive was uninjured.

12/03/1897 Renfrew Mercury Kingston (CP) Kingston

Ghosts in a Roundhouse.

Kingston, March 9. Ghosts at midnight stalk about in the Kingston and Pembroke Railway roundhouse. Last Thursday night, Charles Davidson and Walter Latto, night watchmen, heard a noise and found the form of a negro named Commodore, killed on the road, seated in the cab of an engine. He seemed to be choking and trying to speak. The watchmen were terror stricken. Next night the forms of three men killed on the road passed before the watchmen. They all seated themselves on the engine, which it is said, caused their deaths. There is considerable excitement over the affair. A committee will likely investigate. The second night the watchmen fired shots, but the spectres seemed unharmed.

03/12/1897 Renfrew Mercury Kingston (CP) Calabogie

The K. & P.Railway is having a new iron bridge erected across the Madawaska at Calabogie. The material is at present being put on cars by the Hamilton Bridge Company, and when it is all together, it will be slipped in place - on some Sunday probably.

14/01/1898 Renfrew Mercury Kingston (CP) Barryvale

The K. & P.R. are putting in a siding a mile or so south of Barryvale, to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined and shipments are to be made at the rate of ten cars a day.

25/01/1898 Ottawa Free Press Kingston (CP)

The iron trade seems to be following the general trend of business - reviving, says the Renfrew Mercury. The K. & P.R. are putting in a siding a mile or so south of Barryvale to facilitate the taking out of ore from the Darling mine - some two or three miles distant. There are said to be some 5,000 tons already mined, and shipments are to be made at the rate of ten cars a day.

07/05/1898 Ottawa Free Press Kingston (CP) Sharbot Lake

Kingston. This morning a fire started in the C.P.R. pump house at Sharbot Lake Junction, on the line of the Kingston and Pembroke Railway, 47 miles north of this city and burned the pump house and a portion of the C.P.R. and K. & P. railway station and freight shed, and the following buildings situated near the station: J. Hetherington's store, C. Deyor's house and W.Y. Cannon's store. Loss heavy, insurance not known.

12/05/1898 The Record, Chesterville Kingston (CP) Sharbot Lake

Early this morning fire did \$8,000 to \$9,000 damage at Sharbot Lake destroying several stories and a part of Union Depot. The fire was discovered in the house of Mr. Hetherington. It attacked his store and the house of Brakeman Doe, of the K&P Railway, Dr. Connors store was also consumed as well as the K&P railway pump house. Then the flames jumped the track and attacked the station. By big efforts the station was saved.

25/11/1898 Renfrew Mercury Kingston (CP) Renfrew water

Mr. Folger of the K. & P.R., was in town this week, completing arrangements with the town officials for the taking of water for the railway. There has been some delay in securing the proper "crane", but that is to arrive this week. Getting water before the train starts will shorten the time of the K. & P.R. run by some twenty minutes or more.

02/12/1898 Renfrew Mercury Kingston (CP) Renfrew water

The taking of water by the K. & P.R. engines from the Renfrew water works system, instead of stopping at Reid's Lake, permits the line to cut some minutes off the time of arrival and departure of the trains from Renfrew.

08/09/1899 Renfrew Mercury Kingston (CP) Kingston water

The K. & P.R. have agreed to pay the city of Kingston \$250 a year for water for their engines - four to six a day. It will cost the city \$230 to put in the necessary connections.

29/12/1899 Renfrew Mercury Kingston (CP)

Last week the K. & P. Railroad company added three new steel bridges along the line of the road. These replaced the wooden structures near Robertsville and two between Sharbot Lake and Clarendon. The new bridges are permanent affairs and will resist floods and spring freshets.

11/01/1900 Merrickville Star Kingston (CP) Calabogie

Probably the most valuable mine on the K. & P. railway is a graphite property near Calabogie. Graphite is now worth about \$20 per ton, and this mine is sending two carloads away every week. - The owners employ a large number of teamsters, all of whom are kept busy as the mineral has to be drawn a distance of thirty miles. It takes three days to make the round trip, on account of the unfavorable condition of the roads. . Despite their heavy expenses, the owners are making money very rapidly, as this metal seems very plentiful. There is a possibility of an electric railway being built from the mine to the K. & P. Probably the most valuable mine on the K. & P. railway is a graphite property near Calabogie. Graphite is now worth about \$20 per ton, and this mine is sending two carloads away every week. - The owners employ a large number of teamsters, all of whom are kept busy as the mineral has to be drawn a distance of thirty miles. It takes three days to make the round trip, on account of the unfavorable condition of the roads. . Despite their heavy expenses, the owners are making money very rapidly, as this metal seems very plentiful. There is a possibility of an electric railway being built from the mine to the K. & P.

11/05/1900 Renfrew Mercury Kingston (CP) Renfrew

A locomotive from the Kingston Locomotive Works came out this week on the K. & P.R. for transfer to the C.P.R., who were to carry it on to Portage La Prairie, where it would enter service for the Manitoba & Northwestern.

22/06/1900 Renfrew Mercury Kingston (CP) Renfrew

Several of the K. & P.R. passengers came into town on Thursday evening on a hand car. A large Canada Atlantic engine had run off the track at the junction and the K. & P.R. express could not make the two mile run into town for some hours.

23/10/1900 Kingston Daily British Whi Kingston (CP) Harrowsmith

Fire At Harrowsmith

It Did Much Damage - Station and Warehouses Gone

A very disastrous fire occurred in Harrowsmith between three and four o'clock this (Tuesday) morning. The blaze was first noticed in a pig pen at the rear of W.J. Shibley's grist mill. Quite a strong south wind was blowing at the time and the entire mill and elevator in connection was soon enveloped in flames. It finally spread to the K. & P. station and John Gallagher's storehouse, and in a short time all these places were in ruins. At one time it was feared that the entire village would go, but fortunately this disaster was prevented by the prompt action of the people. Men, women and children worked with a will and confined the fire to the mill and station. Mr. Shibley's house was threatened, the fire having spread to its barn yards, but its progress was allayed. Mr. Shibley values his property at \$3,000 on which he had \$2,000 insurance. In the mill was a carload of flour and feed besides general grists belonging to customers. The elevator contained 4,000 bushels of grain which Mr. Shibley had purchased for James Richardson & Sons, of this city. Mr. Shibley says that the Richardsons' will have to bear this loss which amounts to \$2,000. There were 400 bushels of grain in Mr. Gallagher's store house, besides half a carload of salt, and seven or eight tons of hay, and his loss will amount to \$700. No insurance. The K. & P. station was not a very pretentious looking building, and the residents will be glad of a new one. Everything of value was saved from it, and the loss of the stock itself will only be a few hundred dollars. Thirteen pigs belonging to Mr. Shibley were also destroyed.

When the blaze was at its worst burning shingles were carried a long distance. Some of these ignited Stewart's store room and Mrs. Clark's house, but they were extinguished before damage was done. The fire was probably the most dangerous within the history of the village and there is no doubt but that it was the work of an incendiary, whose object was for robbing. Once a month, Mr. Shibley pays out between \$3,000 and \$4,000 to the patrons of the Harrowsmith cheese factory and yesterday was the first day on which these monthly payments were made. Mr. Shibley would naturally have a large amount of money in his possession last night and it is quite evident that the fire bugs were after it. About ten o'clock last night, Mrs. Shibley noticed a man looking through one of the windows, but thought nothing unusual of it as Mr. Shibley had several men about the place working for him. Shortly after the blaze was noticed one resident saw a couple of men running down towards the marsh, and these fellows are thought to be the culprits. Their intention no doubt was to get everybody out of the Shibley residence to the fire and then get the money. But when Mr. Shibley ran out to the fire he made sure that the money was safe. It struck him that there was a scheme on hand to get the money and he left it in good keeping. But the money was nearly lost in another way, however. One of the men placed it in a cutter outside for the time being and this cutter finally took fire and had it not been noticed in good time the money would have gone up in smoke. During the progress of the fire nothing was stolen, so that the thieves must have made themselves scarce.

11/01/1901 Renfrew Mercury Kingston (CP)

Owing to increased traffic over the line of the K. & P.R. railroad, especially on market days, the company has found it necessary to post notices on the cars warning passengers that each one is entitled to seat space sufficient for one person only. Baggage, parcels, baskets, that cannot be placed under the seat or in the passenger's portion of the parcel bracket, must not be taken into the coaches, as obstruction of the aisles will not be permitted. Baggage, etc., which cannot be stored away as stated, must be placed in the Baggage car; if found in the coaches it will be removed. - Kingston Whig.

14/06/1901 Renfrew Mercury Kingston (CP) Renfrew

Mr. T.W. Nash has resigned the office of secretary-treasurer of the Kingston and Pembroke Railway Company, and will take charge of the survey of the proposed extension to Ottawa.

01/08/1901 Merrickville Star Kingston (CP)

The rumor that the Kingston and Pembroke railway has any idea of selling out to the C.P.R is denied

30/08/1901 Renfrew Mercury Kingston (CP)

The Kingston and Pembroke Railway has become the property of the Canadian Pacific Railway Company.--

30/08/1901 Renfrew Mercury Kingston (CP)

Mr. E.T. Wilkie, C.E., returned home on Saturday evening, having completed the location of the Lanark and Carleton Place branch of the Kingston and Pembroke Railway from the townline between Lanark and Dalhousie Townships into South Sherbrooke, where he met the other location party, which was in charge of Mr. T.W. Nash, the chief engineer of the K. & P.Ry. The line is now located from Sharbot Lake to within two miles of Lanark village. The local work has been topped for the present to allow the plans to be worked up so as to get the contractors at work as soon as possible. The right of way agent followed Mr. Wilkie and bought the right of way as fast as the right of way was located, and is now buying the Sharbot Lake end through the Township of Oso. Mr. Wilkie expects to go back on construction about the middle of September when it is intended to rush the construction with all possible speed till the ground freezes up. - Carleton Place Herald.

15/11/1901 Renfrew Mercury Kingston (CP)

Good bye to the "Kick and Push". -- Mr. C.W. Spencer is now General Manager of the K. & P.R. but that the active management will remain pretty much as it is for some little time at least.--

23/11/1901 Ottawa Citizen Kingston (CP)

Today (Nov 22) a steel bridge was placed in position over the Madawaska river. Replacing a wooden structure on the line of the K. & P. Surveyors who have returned from their long tramp between Sharbot Lake and Carleton Place spying out a route for the proposed K. & P. extension, are now at work on the plans.

31/01/1902 Renfrew Mercury Kingston (CP)

There have been rumours recently, apparently with some foundation, that the C.P.R. will, in the course of a few months re-organize the K. & P.R., and put on a fine service between Renfrew and Kingston, directing a large American summer travel from the Soo line to the lake at Kingston. While Renfrew will gladly welcome anything of this kind that the goals provide, yet the absorption of this road by the big system will no doubt have its disappointments. While the wealth and power of the larger company will permit it to expand the trade of the road in a way that the smaller and merely local company could not be expected to do, still, there will be felt by many of the patrons of the direct line between Kingston and Renfrew a loss of that personal friendliness which has always existed between the managers of the Kingston & Pembroke Railway and its customers along the whole length of the line. It will soon be part of a huge machine, which in the nature of things has little flexibility about it. The management in the past has kept in close touch with the people and has been very approachable and very accommodating. The coming development may have its advantages; but it is doubtful if this sympathetic feeling will not quickly pass from view.

03/10/1902 Eastern Ontario Review Kingston (CP) Kingston

The Canadian Pacific will close the Kingston and Pembroke repair shops, and this work will hereafter be done in Montreal.

16/01/1903 Renfrew Mercury Kingston (CP) Renfrew

A K. & P.R. car sent down the line on a flying shunt last week, could not be stopped as it approached the station, rose on the platform, and was brought to a standstill only when it went crashing into the Swiss roof of the station building. It gave the woodwork quite a jar, bulging the roof and smashing some of the posts.

04/03/1904 Renfrew Mercury Kingston (CP)

The K. & P.R. rails carried more traffic than usual the end of last week and beginning of this. The C.P.R. freight from Toronto to the west usually go over the Grand Trunk line from Toronto to North Bay but the storms have tied up that line so badly, that the C.P.R. management sent the freight on its own line to Sharbot Lake, then over the K. & P.R. rails to Renfrew, and then over the main line. Most of the trains had two engines hauling.

01/07/1904 Renfrew Mercury Kingston (CP)

The K. & P.R. have made great improvements on the road from Sharbot Lake to Mississippi station by raising the track and by ballast. It will be completed in a few days. Mr. MacDonald, cable foreman, was struck by the cable whilst unloading gravel and was thrown from the car he was standing on, and had his shoulder blade broken. -- Lanark Era.

12/09/1905 Kingston Daily British Whi Kingston (CP)

Car Works Aflame

K. P Railway sheds total loss by fire

Origin of the fire unknown - no water supply to be had - the contents were very valuable.

About half past 10 o'clock this morning, William Dixon, a pupil of the Depot School, was called to the door by his sister, who said he was wanted at home. The lad had scarcely reached the exit, when he turned around, exclaiming, "Please, Miss Penton, the car works are on fire" At the time the alarm was given, both ends of the building were on fire. Needless to say the question of school was settled for the morning.

As rapidly as possible an alarm was sent in from box 21, and the local brigade made the long run in good time. They might just as well have remained at home, however, for all the good they did. Of what aid could a fire brigade be when no water was at hand with which to extinguish the flames? Such was the position of the fire ladders this morning. However, they kept up a hard fight as best they could, using pails of water, drawn from a neighboring well. By this means two old locomotives, which were formerly the property of the Brockville and Westport Railway but had lately been purchased by Cohen and Sussman, of this city, and lay on the side track, adjacent to the works, were saved.

About eleven o'clock the Merryweather engine arrived, but the flames had consumed all by that time. Even had it been on the scene from the first it is doubtful if any better results could have been obtained, as there was nothing to pump water from save the old well and the creek, which was nearly dry. The nearest hydrant was on Stephen Street.

The origin of the fire is a mystery. The works have not been in active operation for some time, but have not been altogether idle. No later than twenty minutes to ten this morning, it is said there were two employees about the place. A telephone message from the roundhouse was the first intimation received at the local railway offices of the conflagration.

K. & P. Car Works are situated some distance back from the Montreal Road, behind the Depot school, and where the railway track intersects the street. They were first opened in 1878, as a cooperative affair under the management of William Irwin. The next manager was J. H. Taylor, who afterwards became superintendent of the K. & P. Railway. The next chief executive was John Whitebread, who finished all standing contracts and also did some work for the C.P.R. The contents of the works were far more valuable than most persons would imagine, and consisted of some magnificent machinery, which was about to be moved to the K. & P. Roundhouse. It comprised steam - hammers, drills, planers, hydraulic presses, boring machines, etc. besides these, four box cars, the patterns of the railway, the snow ploughs and flangers were also totally destroyed, as well as engine number one, of the K. & P. railway. The cartage sleighs of the company were stored in the works also, and were consumed by the flames. They were not insured.

The firemen were engaged this afternoon in dampening the smoldering ruins, so that all danger would be overcome by sparks flying about, should the wind rise.

The estimated loss is \$50,000, and the insurance \$15,800 in the Western Assurance Company, the Union Assurance Society, and the Phoenix Assurance Company. The company formerly carried \$32,600 insurance, but a short time ago dropped the considerable thereof. The insurance is divided as follows shops and machinery \$15,800; two box cars \$500 each; five hay cars \$300 each; 1 snow plough \$1,000; one flanger \$400.

13/09/1905 Ottawa Citizen Kingston (CP) Kingston

Kingston and Pembroke Railway Works burned with a loss of \$30,000

Kingston September 12 - Shortly after ten this morning, flames were discovered issuing from the K&P car shops at the Junction and in a short time they were a mass of ruins. The waterworks system does not extend that far and so there was no water to put out the flames. With difficulty a public school near at hand was saved. The loss on the building is \$10,000, and nearly \$20,000 on contents. There were an engine, five cars and machinery inside. The loss will be covered by insurance. The works were built in 1878 and afterward taken over by the Kingston and Pembroke Railway, who at one time employed 300. They have not been used except for repairs since the CPR took over the K&P three years ago. There is no clue as to the origin of the fire. The companies involved are the Western, Phoenix and Union.

Identical wording in Chesterville Record 14 September 1905

16/03/1906 Renfrew Mercury Kingston (CP) Wilbur

The K. & P.R. train on Tuesday was longer and heavier than usual - having a lot of settlers' effects - and not pulling up at Wilbur until the station was passed, an impatient passenger jumped. He missed his footing and moved back toward the moving train. Although he managed to keep his body from under the wheels, the tops of the fingers of one hand were crushed beneath the wheels.

02/07/1907 *Kingston Daily British Whi* *Kingston (CP)*

Calabogie

Kingston & Pembroke Ry. Co.

TENDERS MARKED "TENDERSs for station at Calabogie," will be received at the office of the undersigned until noon, July 15th, 1907, for building a station and platform at Calabogie, Ont.

Detailed plans and specifications may be seen at the office of the undersigned, Kingston, or at the office of Mr. R. Barnet, Renfrew, Ont.

The lowest or any tender not necessarily accepted.

F. Conway, Acting General Superintendent, Kingston & Pembroke Ry., Kingston, Ont.

Kingston, Ont., July 2nd, 1907.

19/07/1907 *Renfrew Mercury* *Kingston (CP)*

Madawaska river

The K. & P.R. iron bridge over the Madawaska main stream is being painted this week.

19/07/1907 *Renfrew Mercury* *Kingston (CP)*

Calabogie

Calabogie. Preparations are being made for the building of a new station, to be situated on what is known as the island, and for the use and convenience of campers whose traffic which lasts only a few months during the summer is considered, according to reports, of more value than merchants who pay on an average of from sixty to eighty dollars per month, freight and express charges. More.

01/08/1907 *Kingston Daily British Whi* *Kingston (CP)*

Folger

At Folger's Station

Carpenters are repairing the K. & P. RR. station here.

02/08/1907 *Renfrew Mercury* *Kingston (CP)*

Calabogie

The contract for building the new station at Calabogie has been awarded to the Renfrew Manufacturing Company. The plans call for a neat structure - 17x60 feet, of what is known as the C.P.R. No. 4 standard station. It provides two waiting rooms - one on each side of the office; and a freight shed; all under the one roof. The architectural effect looks good.

02/08/1907 *Renfrew Mercury* *Kingston (CP)*

Barryvale

What was once Barryvale station on the K. & P.R. is now nothing more than a platform. The old building was somewhat large for the place, it was unattended, and was more or less abused, until it was hardly a shelter and was considered an eyesore. So the company had it torn down. But it is not likely to be left that way. It is probable that present day officials of the road are not aware that the right of way was given free through that point by the late Messrs. Barry and Wilson on the condition that a station building was to be built and maintained there. When this becomes known, it is likely that a small but neat structure will be erected again for the shelter of passengers and the farmers who draw gristing there for shipment to Renfrew.

20/09/1907 *Renfrew Mercury* *Kingston (CP)*

Wilbur

For a day or two K. & P.R. engines have been coming into port in Renfrew wrong way around. This followed an interruption in traffic caused by the development of a sink hole near Wilbur. In the memory of the present staff there has not been trouble at this particular spot before. The track sank down about three or four feet for about a car's length. It proved a varitable "sink hole" for a lot of filling. On both Monday and Tuesday no trains could get across, and passengers had to transfer from one train to another at that point, but by Wednesday the trouble was remedied and trains crossed again.

18/10/1907 *Renfrew Mercury* *Kingston (CP)*

Wilbur

On Thursday afternoon the Kingston and Pembroke Railway moved the first shipment of iron ore from the Wilbur Mines to Renfrew, whence it was shipped to Sault Ste. Marie. This train load was the first shipment of a 100,000 ton contract. The Kingston and Pembroke will start on November 1st, a special train and crew to do nothing but handle the ore taking it from the mines to Renfrew. At present they are moving 350 tons a day, and when all the machinery is installed they will be able to load a train in one hour.

22/10/1907 *Kingston Daily British Whi* *Kingston (CP)*

Tichborne

Tichborne Tidings

A new station is being built here.

24/10/1907 *Kingston Daily British Whi* *Kingston (CP)*

Folger

The Station Finished

Folger, Oct. 23.-The K. & P. RR. station is finished and the agent, W. J. Boyd, will move into it this week.

08/11/1907 *Kingston Daily British Whi* *Kingston (CP)*

Tichborne

Parham's New Station

Work on the new Kingston & Pembroke railway station at Parham, is progressing nicely, and it will be ready for use in about two weeks, so it is expected.

27/11/1907 *Kingston Daily British Whi* *Kingston (CP)*

Tichborne

Tichborne Tidings

The painters are busy at work improving the new station.

11/12/1907 *Kingston Daily British Whi* *Kingston (CP)*

Tichborne

Tidings From Tichborne

The new station is completed.

03/01/1908 *Kingston Daily British Whi* *Kingston (CP)*

Verona

Verona's News Budget

The water tank at South Verona is nearing completion and will be ready for operation at the end of the month. It has a capacity of forty thousand gallons. The work reflects great credit on the overseer, Duncan Nesbit

11/04/1908 *Kingston Daily British Whi* *Kingston (CP)*

Calabogie

Incidents of the Day

The K. & P. RR. company is preparing to continue this summer, the work of last season, of improving the road in general. At Calabogie there is a lot of work to be done around the new station in the way of filling in.

31/08/1908 *Kingston Daily British Whi* *Kingston (CP)*

Calabogie

News Of District

Edward Letang has the contract of building the piers for the new K. & P. railway bridge over the Madawaska river at Calabogie and has commenced work.

11/09/1908 *Renfrew Mercury* *Kingston (CP)*

Wilbur

The Wilbur Iron Mine on the line of the Kingston and Pembroke Railway, has closed down and is again in the hands of its owner, Wm. Caldwell of Toronto. The company working it had been furnishing iron ore to the Lake Superior Steel Corporation, shipping the ore by way of renfrew to Sault Ste. Marie. It has now gone into liquidation, Caldwell getting possession pending a settlement.

Struck car

Collision on the Montreal Street crossing,

Engine hit the car

Crushed in the side of the electric van.

There were quite a few passengers on board - a little girl badly cut about the head - a commercial traveler had his back ittrained. Ruth Doyle, age 9, seriously injured about head and face.

C. L. O. Lampe age 55, seriously injured about head and back.

James Watson, aged 12, slightly injured about face.

Irene Doyle, age 11, slightly injured on face and legs.

Thelma McDermott, age 10, slightly injured about face.

Lillian McDermott, age 12 slightly injured.

At 12.10 o'clock today the Kingston and Pembroke train number 1, crashed into street car number 15 at the railway crossing, Montreal Street, completely wrecking the car and dealing out serious injuries to some of the passengers, in fact none of the nine people in the car escaped without a few bruises. As shown in the above list, with only one exception all those injured were young tots, on the way home from school for the noonday meal.

Just how the accident occurred could not be clearly ascertained. It seems that the Motorman, William Brown, thought he had ample time to cross and the engineer of the train, James Harmer thought he had the same. The nose of the locomotive struck the car just in the center, rear of the stove, making kindling wood of one side, and fairly throwing the twelve-ton car completely across the road. Fortunately the car remained upright and to this fact alone more than one passenger owes his or her life.

The passengers were nearly all seated on the right hand side of the car and little Ruth Doyle, the 9 - year old daughter of John Doyle, 693 Montreal street, was seated just beside the stove, right in line with the locomotive when it struck. Besides her were seated her two sisters, Edith next Irene, and her brother Norman. On the other side of the car Mr. Lampe, and another traveler who was not injured and who left on the train for the west was seated. The motorman was in front and, and the conductor, James Beseau was on the rear platform. James Watson, a young lad, was standing on the step of the car, and just inside the car door and the two little McDermott girls, Thelma and Lillian, were seated. This according to one of the children was the layout of things just before the accident happened.

Miss Doyle's story.

Irene Doyle, aged 11 years, was seen at her home by a Whig representative and she said as they came down towards the track she could see the locomotive coming, and it seemed as if it must strike the car.

"When we came close I ran out of the door, and just got outside when it struck us and I was thrown on the sidewalk on my face." This is all the little girl could say and could not tell how the rest got out or where they went. The little girl was greatly frightened and in severe pain, suffering from a severe bruise on the forehead, and bruises and scratches on her legs, but with it all she told in a clear voice all she knew about the accident.

Ruth Doyle, sister of the absent girl, aged 9, suffered the most severe injuries. She sat, as stated above, just beside the stove, and, when the locomotive struck the car, she was thrown across the car, but managed to keep her feet and get near the door. She was struck by either a piece of the stove on the window glass, and received a very severe cut on the left side of the face, from the eye straight back across the face cutting the ear completely in two and cutting down in the neck. The cut was right into the bone, and whether the skull was injured or not could not be found out at the time of going to press as the child was still on the operating table at the Hotel Dieu. Injured as she was the little girl, as soon as she got out of the car, ran over a block down Montreal Street to her house, arriving at the door fairly bathed in blood, and just able to stand. She was later removed to the Hotel Dieu.

C. L. C. Lampe, the traveler, was also badly injured, the worst injury being to his back, which was severely strained. He was knocked unconscious and removed to the Randolph hotel and later to the hospital.

All the other injured what able to look after themselves to a certain extent the injuries being only slight ones.

The news of the smash-up spread like wildfire and wild rumors were around the city, that some were killed and some maimed for life, but fortunately both proved wrong. When one stopped and looked at the car as it lay smashed beyond all repair on the road side it could not but say it was indeed a kind Providence that kept the passengers from being killed. The car will be broken up on the spot as it is smashed completely in two, the only thing being of any value being the motors.

All the passengers suffered greatly from fright and especially the children. Motoman Brown and conductor Beseau deserve credit for the way they stuck to their posts, remaining with the car until it came to a standstill. Brown was quite unnerved and when he went down to Mr. Doyle's to see how the little girl was he came nearly losing consciousness.

It was a wild scene for a few moments, with the crowds gathering around, cabs, ambulances, automobiles and locomotives racing hither and thither, and every few moments someone with a bloody face, dusty clothes, or a very serious countenance would be seen pushing through the crowd on the way to the city.

Superintendent Hugh Nickel, President Harry Richardson, Drs. Hanley, Garrett, Gardiner and Sparks was soon on the scene and gave first aid to all those injured.

Corbett's ambulance brought C. L. Lampe, of Frederick, Maryland, a traveler for the Preservaline Manufacturing company, Brooklyn, to the Randolph hotel where Dr. Keyes attended to him. Mr. Lampe was knocked unconscious when the collision occurred and did not remember what transpired. He received a few slight cuts about the head and his back was badly strained. He will be forced to remain in his room for a day or so. He was leaving the city at the time. He was to be removed to the hospital this afternoon for treatment.

The law requires that streetcars should stop at railroad crossings before attempting to cross, and this rule has been pretty faithfully observed by the employees of the local electric line. There is a semaphore on the side of the track nearest the city and this is pulled down by the car conductor, who gets off as the car stops. When the car passes over, the semaphore is put back into its former position, and the conductor returns to the car. Hence accidents are impossible when the rules are carried out by those who operate the car.

One of the Kingston and Pembroke Railway engines was rushed to the scene, as soon as possible with men and equipment necessary to clear the tracks, but it was 1:30 before the line was cleared and the train ready to proceed on its way to Renfrew. As a result of the accident, the Kingston and Pembroke railway missed connections with the fast trains at Sharbot Lake.

F. Conway, Acting Superintendent of the K. & P. Railway, was at dinner when the accident happened, but as soon as word was sent to him, he hurried to the scene in a cab.

A large crowd of citizens gathered at the scene, as the news of the accident spread like fire. All afternoon there was a line of people going out Montreal street to see the wrecked street car.

Semaphore not up.

Later enquiries revealed the fact that the semaphore at the crossing for which the street railway company is responsible, has not been in working order for some time, and it was not put up on this occasion. Engineer Harmer, of the K. & P. train, stated that when his locomotive reached the semaphore, which is 300 yards from the crossing, he saw the streetcar standing still on the city side of the crossing. When the locomotive rounded the curve and came to the straight run for the crossing, he was shocked to see the car loom up right in front of him on the crossing. He was running at the rate of only four miles an hour at the time. As soon as he saw the streetcar on the crossing he reversed and the passengers of the train received quite a shaking, but the engineer by his quick work, saved the lives of several people.

Had the locomotive been running at any kind of speed, there would have been a catastrophe. Things were bad enough, but might have been five times greater.

Engineer Harmer said that there was no semaphore signal. If there had been, his locomotive would have been stopped at once. It seems that the semaphore cannot be worked. Complaints have been made during the past few months about the way the street car crosses the tracks, and it is not long ago that a

couple of street railway employees were dismissed by the company for not carrying out orders in regard to crossing the K. & P. tracks on Montreal Street. The company's regulations are strict in that regard. Latterly, the conductor has been getting off the car and looking up and down the railway tracks to see that all was clear. In this case it looks as if the car employee thought there was ample time to get across before the train reached the crossing.

23/04/1910 *Ottawa Citizen* *Kingston (CP)* *Kingston*

CANADA DAY BY DAY.

Kingston Street Railway company will institute an inquiry into the collision between a K. and P. railway train and a street car at Montreal street crossing.

23/04/1910 *Montreal Gazette* *Kingston (CP)* *Kingston*

TRAIN STRUCK STREET CAR.

Several Persons Injured in an Accident at Kingston.

Kingston, Ont., April 22. The Street Railway Company will institute an inquiry into a collision today between a Kingston and Pembroke Railway train and a street car at Montreal street crossing. Ruth Doyle, aged 9, had her ear almost cut off. C. L. C. Lampe., commercial traveller, of New York, is in the General Hospital for a few days, his back being badly strained. Nineteen stitches were put into his wounds. The street car was so badly damaged it will be broken up. The railway engineer says no signal was up. The street railway people say the semaphore was out of order, and the conductor says he did not see the train coming when he gave orders to go ahead. Among other passengers, J. R. Wallace, Wm. Buck and R. McGill, all of Toronto, were scratched but were able to catch the westbound train.

27/09/1910 *Ottawa Citizen* *Kingston (CP)* *Glenvale*

Work has been commenced on the erection of a new freight station at Glenvale, Ont., on the Kingston and Pembroke Railway. As soon as this work is completed a start will be made on the new passenger station to be erected at Barryvale. There also is talk of new steel being laid on the railway.

30/03/1911 *Kemptville Weekly Advance* *Kingston (CP)*

The K. and P. railway will make extensive improvements along its line this summer. The company will ballast and ditch about twelve miles of track, build ten miles of new fencing, paint and repair all stations and buildings along the line, repair and renew about thirty-five small bridges and culverts, and in addition put in six or seven and thirty-six in. concrete pipe culverts, erect three small steel girders, and two six-foot concrete arch culverts and four rail top culverts. They will install a pillar crane for handling coal at Renfrew.

14/04/1911 *Renfrew Mercury* *Kingston (CP)*

The Kingston & Pembroke R'y has a staff of men out on the line engaged in painting all the stations. It is four years since the stations were given a coat of paint. The company expects twenty men here from Montreal on the 20th inst. and they will be sent out to work on the line. Kingston Whig.

06/06/1912 *Ottawa Journal* *Kingston (CP)*

K. and P. Train held up by pesy.

Millions of caterpillars die on the track and block the coaches with slimy bodies.

Renfrew June 6, A butterfly is all right but a caterpillar is all wrong especially when in number that there are like unto the sand of the sea shore. The Kingston and Pembroke train labored badly on a portion of its journey from Calabodie Tuesday night. A joker says that to help the engine do beneficent work, the passengers got out and, walking leisurely alongside the engine, saw millions of living creatures go to death without a grunt, and not a tremor shook man, woman or child. The pest, which was very serious last year, is reported to be much worse this year.

19/06/1912 *Ottawa Citizen* *Kingston (CP)*

Duke at Kingston, Kingston, Ont. June 18. The Duke of Connaught will arrive in the city Wednesday on the morning train over the Kingston and Pembroke railway at eight o'clock. The cars Cornwall and York will be attached to the train at Sharbot Lake. The Duke will go over to the Royal Military College for the ceremony, which commences there at 10.30 a.m.

18/08/1912 *Renfrew Mercury* *Kingston (CP)*

Today (14th) the Kingston and Pembroke Railway shareholders authorized the leasing of the railway in perpetuity to the Canadian Pacific Railway and in a short while it will be a part of the great system. The rates of the greater line will have force on the branch road.

02/10/1912 *Ottawa Journal* *Kingston (CP)*

The Bay of Quinte Railway train inbound from Tweed this morning jumped the track. The second car from the engine and four freight cars, the mail car and a passenger car were hurled down an embankment. The engine remained on the track and brought the news to Kingston.

Mrs. Alfred Brown of Moscow was killed. Two women were seriously hurt, Mrs. Fahland of Clam Falls, Wis., who suffered terrible cuts about the head in addition to internal injuries. She is likely to die. Mrs. A.A. Yourex of Moscow received severe injuries to the back.

There were fifteen passengers on the train at the time and it is a miracle that several were not killed.

See also Accident file.

27/12/1912 *Renfrew Mercury* *Kingston (CP)*

F. Conway, general freight and passenger agent of the Kingston and Pembroke Railway Co., today received official word from General Manager Baker that the road would go over to the Canadian Pacific on January 1, 1913.

17/01/1913 *Renfrew Mercury* *Kingston (CP)*

\$3,000 K. & P.R. Bonus.

-- so long as the Kingston and Pembroke Railway Company is not amalgamated with or merged in the Canada Pacific Railway Company then this obligation (to pay Renfrew \$3,000) is to be void and of no effect otherwise to remain in full force and effect.

13/05/1913 *Ottawa Journal* *Kingston (CP)* *Renfrew*

The Kingston and Pembroke freight train leaving here at 7:30 yesterday morning was "ditched" at the "diamond," two miles from Renfrew, owing to an open switch. The locomotive and three freight cars toppled down an embankment. The engineer and fireman jumped and were uninjured.

In consequence of the wreck the passenger train at 10:55 a.m. did not go out, and

Toronto passengers were sent round by Carleton Place

05/06/1913 *Morrisburg Leader* *Kingston (CP)* *Calabogie*

A special train, a double header, which was taking members of the Royal Canadian Horse Artillery from Kingston to the camp at Petawawa, met with an odd accident at Calabogie. The train was stalled by caterpillars, which were stretched along the tracks for a distance of about three miles, and could not start again until the tracks were cleared by section men. A delay of two hours was caused.

08/12/1913 *Kingston Daily British Whi* *Kingston (CP)* *Tichborne*

Tichborne Notes

The new station is nearly completed.

Note: This was the third station to be built in the village of Tichborne, and lasted until about 1970. It was built to a modified CPR No. 5 standard station plan.

Spreading of Rail Caused The Accident

Renfrew, March 28.- The K. & P. passenger train due here at 5 o'clock last night jumped the tracks near the Flower Station, owing, it is said, to spreading of rails. The engine and baggage car went over an embankment. Engineer James Collins was injured, but not seriously. No passengers were injured.

28/03/1917 *Kingston Daily British Whi* Kingston (CP)

Folger

Washout Wrecks C.P.R. Train

Near Folger Station on Tuesday Afternoon While Enroute to Renfrew

Engineer James Collins

Of Kingston has his leg badly fractured.

Passenger Coach Remained Upright Till Passengers Were All Out, But Afterwards Fell Into the Opening.

James Collins, 94 Lower Bagot street, one of the best known railroad engineers of the city, is lying in the Hotel Dieu with his leg fractured in three places, and physicians are watching his progress closely to determine if it will be necessary to amputate his limb. He was injured in a wash-out near Folger Station, when the C.P.R. engine and baggage car went into a hold made by a wash-out, and the first coach is now almost on end.

The accident happened about 4 o'clock on Tuesday afternoon to the train which left Kingston for Renfrew about 11 o'clock on Tuesday morning. At a point between Folger and Lavant stations a creek that passes down over a hill and under the road bed had been so increased by the spring rains that it undermined the foundation of the road. The weight of the locomotive brought down the support left after the wash-out, and before either fireman or engineer could jump the engine was on its side in the hole.

The baggage and mail car followed the engine, but fortunately the coach remained upright until the passengers were able to get out. Shortly afterwards, however, it also fell over on its side with one end in the opening.

Engineer Collins was found, after two hours' work, under the engine with his leg badly broken. After being taken out he was carried to a train which meanwhile had been sent for from Sharbot Lake. The message to bring the train had been sent over the wire from Folger, which meant a walk of several miles.

The fireman of the wrecked train was not injured. His name is W.J. Slimmons, Montreal street. When the train was approaching the hole he jumped to the side of the engine, but instead of jumping clear he was thrown far out of danger and almost off the right of way.

The passengers with the injured engineer came as far as Sharbot Lake on the train which had been hastily summoned. The passengers were then taken over the C.P.R. to Smith's Falls and back to Renfrew to reach their destinations. The special train then rushed to Kingston, arriving here at 2 a.m. Wednesday. Dr. Baker, of Sharbot Lake, accompanied the train to the city, and Mr. Collins was removed to the Hotel Dieu.

It was learned on Wednesday that the wash-out, which had at first been only about ten feet deep and twenty feet long, had spread until it is now fifteen deep and thirty-five feet long. The railway officials hope to be able to pass trains over it safely by 7 o'clock this (Wednesday) evening but the rolling stock will not be rescued by that time or possibly for several days.

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Lieut.-Col. R.W. Smart and Major R.D. Ponton, headquarters staff here, were on the C.P.R. train which was wrecked between Lavant and Folger stations on Tuesday afternoon.

28/03/1917 *Ottawa Citizen*

Kingston (CP)

Folger

Train Ran Into Washout

Kingston, Mar. 28.- Jas. Collins, engineer, sustained a fractured leg in an accident about four o'clock Tuesday afternoon near Folger station. The train from Kingston for Renfrew ran into a washout. Between Folger and Lavant stations an overflowed creek had undermined the roadbed and the engine, baggage and mail car went into the hold. No passengers were hurt.

09/04/1917 *Kingston Daily British Whi* Kingston (CP)

Folger

James Collins Dies From His Injuries

C.P.R. Engineer Was in the Washout Accident at Folger Station

Many regrets were expressed when it became known that James Collins, one of the best known C.P.R. engineers, of this city, has passed away in the Hotel Dieu on Sunday afternoon after two weeks of patient suffering.

It will be remembered that he was fatally injured in the wreck caused by a washout at Folger Station a couple of weeks ago, from which he never recovered. The late Mr. Collins was one of the oldest and most reliable engineers, being on the road for the past thirty-five years, always giving the company satisfaction and never meeting with any serious accidents until one which caused his death. His place will be indeed hard to fill.

He is survived by his wife and two sons, Norton, of this city, and Joseph, of Toronto; also two brothers, Thomas, of Belleville, and Joseph of Shelbyville, Ind., and four sisters, Mrs. James Daley, of Ottawa; Mrs. Thomas Daley, of Cape Vincent; Miss Mary Collins, of Brockville, and Miss Sarah of Belleville.

On Tuesday March 27th a washout on the line between Folger and Lavant stations, Kingston sub-division, C.P.R., wrecked the express train on which Mr. Collins was engineer. He was found after two hours work, under the engine with his leg badly broken. After being taken out he was hurried to a special train which brought him to Kingston.

07/12/1917 *Kingston Daily British Whi* Kingston (CP)

Clarendon

News From Eastern Ontario

Big Fire At Clarendon. [sic]

The Station Burned to the Ground on Sunday Afternoon.

Clarendon, Dec. 3.- An exciting time occurred at Clarendon when the station and residence in connection were burned to the ground, on Sunday afternoon, the fire starting about four o'clock. It is supposed the fire started from a defective chimney in the rear of the house and had made such headway before being discovered that it was impossible to check the flames. The contents of the freight sheds were saved and also the greater part of the office equipment, but the year's supply of coal and wood was burned. The agent suffered quite a loss, as a lot of household effects were burned, and there being no insurance. The store being so close, was also on fire and much damage was done, and only the heroic efforts of those gathered saved the building from being destroyed. Mr. Buffam's hotel, on the other side, was on fire several times but the flames were extinguished.

The C.P.R. office work is being carried on in the hotel for the present time.

21/12/1917 *Kingston Daily British Whi* *Kingston (CP)*

Clarendon

From The Countryside Clarendon

Dec. 17.- The bridge gang, with Mr. Nesbit in charge, have the new box car station about completed and the agent is real proud of her new home.

26/07/1919 *Kingston Daily British Whi* *Kingston (CP)*

Clarendon

From The Countryside Clarendon

July 23. - Mr. Martin, Smith's Falls, has a number of men here, building a new station.

27/02/1920 *Eastern Ontario Review* *Kingston (CP)*

Kingston

Kingston Feb. 22. The Canadian Locomotive Works here will shortly be running at full capacity as the company has received a large order for locomotives from Canadian National Railways. At present there are only about 300 men engaged at the works but before next summer there will be a thousand. Further large orders are also expected.

06/04/1920 *Ottawa Citizen* *Kingston (CP)*

C.P. Train Jumps Track at Crossing

Kingston Ont. April 6. - Passengers on a Canadian Pacific Railway mixed train running from Sharbot Lake to Kingston had a miraculous escape this morning when the train jumped the track at Babcocks crossing, a mile and a quarter south of Godfrey station. Two coaches were turned over on their sides in the ditch but it is reported that no person was hurt.

One of the women passengers was very ill at the time with an infant in her arms.

A spreading rail is given as the cause of the accident

06/04/1920 *Kingston Daily British Whi* *Kingston (CP)*

Godfrey

C.P.R. Train Left Rails

Two Passenger Coaches Were Ditched

No One Was Much Injured— - Woman With a Baby Was Among the Passengers

It is only a miracle that several people were not seriously injured on Tuesday morning when the Canadian Pacific train, due to arrive in Kingston at nine o'clock, left the track at Babcock's Crossing, about one mile and half south of Godfrey station.

Two passenger coaches and one box car loaded with wood left the tracks and turned on their side in the ditch.

It is thought that the accident was due to the rails spreading. It is certainly very fortunate that the train was not running at a very fast rate of speed, or some of the passengers would have likely been seriously injured.

When speaking to people at Verona on Tuesday morning, the Whig learned that in one of the coaches which turned over, was a sick woman with an infant in arms.

As soon as the accident happened the wrecking crew from Smith's Falls was summoned and the work of clearing the track was commenced. It is expected that this will require some time, as when the cars left the rails they tore up about ten rods of track.

An engine and caboose were sent out from Kingston and all the passengers were placed into this car and brought to the city. They arrived about 11.30 o'clock. R.J. Reid's ambulance removed the sick woman and her baby to the General Hospital.

22/02/1923 *Winchester Press* *Kingston (CP)*

Kingston Junction

The steel structure for the new C.P.R. overhead bridge over the G.T.R. tracks at Kingston Junction has arrived and the Dominion Bridge Company, Montreal, the contractors has started to erect the bridge which, when completed, will open the new line into the city for the C.P.R. and C.N.R. trains.

17/09/1923 *Kingston Daily British Whi* *Kingston (CP)*

Sharbot Lake

BOY OF NINETEEN SENT TO PENITENTIARY

Former Railway Call Boy Interfered With Signals on the C.P.R.,

Belleville Ontario.

Burning his way out of the Tweed lock up by means of a red-hot cell bar, John Edward Darby was caught at Sharbot Lake and taken back to Tweed. He was tried by magistrate Caseman, Madoc, and sentenced to one year in the penitentiary, this term to run concurrent with the one imposed at Belleville for interference with a signal on the Canadian Pacific Railway in Hungerford Township.

It was on August 18th. that Darby who is only 18 years of age, and a former call boy was riding on a C.P.R. freight through the township of Hungerford. He was discovered and was put off the train. Later a passenger train for Sharbot Lake passed near the point where he had been removed from the train and found a stop signal against the train. The engineer halted but so far as could be seen there was no reason for the signal.

The incident was reported and officers of the railroad set about investigating. They learned that Darby, who had been put off the freight had reached Sharbot Lake an hour before the freight, and the inference was that Darby had turned the through signal against the passenger train and halted it and got on thus carrying him to his destination. He was later arrested at Sharbot Lake where he had a girlfriend.

Darby was sentenced by magistrate Casement at the Belleville police court to three years in the penitentiary at Portsmouth for interference with Railway signals.

Darby has an unenviable record. In 1919 he was sent down for 7 years at the Mimico, broke prison in 1920, committed an offence which won him a term in an Eastern Ontario town. His offenses include playing poker on a track and theft of a boat.

Darby comes from Toronto. He was once a call boy on a railroad. That explains his knowledge of signals.

09/11/1923 *Kingston Daily British Whi* *Kingston (CP)*

Large Contract Completed

A. Anderson, painter, decorator and general contractor, has completed his contract of painting C.P.R. stations on the Trenton Division. He has had most of the time thirty-seven men at the work from Kingston to Port McNicol as well as the main line, from Sharbot Lake to Toronto to Tichborne on the Shore line. Mr. Anderson's work has won for him the approval of the company as well as those in his employ. Mr. Anderson announces he will now be ready to receive orders for city work.

01/12/1927 *Ottawa Journal* *Kingston (CP)*

Hartington

TRAIN HITS AUTO BUT LOCAL MAN ESCAPES INJURY

J. Rodger Bink Receive Only Minor B noses In Crash Near Huntington, Ont.

J. Rodger Binks, 270 Second avenue, received slight cuts and bruises when the touring car in which he was driving was struck by a C.P.R. train near Hartington, Ont, shortly after two o'clock yesterday afternoon. Mr. Binks was on his way to Kingston when the accident occurred. Hartington is 111 miles south west of Ottawa and 21 miles north of Kingston.

Speaking to The Journal last night. Mr. Binks stated that the accident occurred at a blind crossing.

Machine Side-Swiped.

His machine was side-swiped by the train and he was thrown out of the automobile luckily sustaining only a few bruises to his body and a few slight cuts to his hands and face.

"The roads are very bad on the highway." Mr. Binks said, "and the windshield of my car was misted with rain. I did not see the train until it was too late to avoid a smash."

The car was almost totally wrecked by the train which carried it some distance along the track. The train was held up until the wreck was cleared away. Mr. Bink took the next train back to Ottawa.

HAD NARROW ESCAPE IN COLLISION WITH TRAIN

KINGSTON, Ont., Dec. 15. Lewis Northcott, taxi driver, had a miraculous escape from instant death when his car struck a C.P.R. train running into the city, at the Montreal street crossing. How Northcott escaped is beyond conception. The front end of his car is a complete wreck and the frame is twisted and battered out of proportion. The fact that he was driving at a slow rate is responsible for the fact that he was not thrown under the train.

06/07/1928 *Chronicle-Telegraph Quebe* Kingston (CP)

Cardinal

Derailment Causes a Tie-Up On CNR

Brockville, Ont.- July 6 The derailment of eight cars of a westbound CN freight train near Cardinal station late last night blocking both tracks of the main line caused an interruption to the main line traffic it being necessary to route through passenger trains via Coteau Junction, Ottawa and Napanee pending the re-opening of the line early this morning after several hours work by the wrecking crew from Montreal. After one freight car had broken in two, several others piled up in the wreck effectively blocking all main line traffic.

04/08/1938 *Ottawa Journal*

Kingston (CP)

Calabogie

Calabogie Boy Escapes Death

Train brushes Michael Reddy when ties hold his foot.

Calabogie, Aug. 4. - Michael Reddy, 10-year-old son of James Reddy, of Calabogie, had a narrow escape from death when his foot became entangled between two ties on the outside of the tracks of the K. and P. Railway on a fill-in over Calabogie Lake.

Young Reddy, with his companion, Gerald Rochon, was crossing the tracks on his way to the lake to fish when his fishing line became entangled in some bushes.

In freeing the line his foot became caught in the ties. The south-bound train had left Calabogie station and was coming through a rock cut nearby, but the boy was unable to free his foot. Young Rochon raced to the rock cut to flag the train but Reddy, seeing it rushing down upon him, lay flat on the ground as the train passed by.

When the train stopped, the crew rushed back only to find the boy had escaped without a scratch, but was badly frightened. With the help of the men his foot was freed.

10/06/1939 *Ottawa Citizen*

Kingston (CP)

Calabogie

Caterpillars Halt Train With Cadets

KINGSTON. June 9. Wheels slipping on thousands of mashed caterpillars kept the train from Petawawa Camp two hours late today. The cadets were travelling over the C.P.R. after having undergone a weeks training at Petawawa. Near Calabogie Lake caterpillars by the, thousands, making their appearance earlier this year than usual put the rails in such a condition that the train was held up for two hours,

29/12/1939 *Kingston Whig Standard* Kingston (CP)

Kingston

CPR Freight Office Guttled In Second Christmas Week Blaze in City; Damage \$5,000

Fire Believed to Have Started When Coals Escaped from Box Stove on Ground Floor; Adjoining Freight Sheds Are Undamaged.

Fire believed to have started from coals escaping from a box-stove on the ground floor early this morning completely gutted the office of the Canadian Pacific Railway freight sheds at the foot of Market Street. Fire did not spread to the freight sheds, jutting out from the office building.

Freight officials estimated that damage would be \$5,000. Office records and furniture were completely water-soaked and in some instances charred by flame. Every window in the office building was broken to allow dense smoke to escape.

Firemen were on the scene of the fire at 6.30 a.m. and, using four lines of hose, had it under control less than an hour later. Stubborn jets of flames forced the firefighters to use hose as late as 8.30 a.m.

Members of the fire department had to break down doors at the front and rear of the building to get at the seething mass of flame which was about 15 feet back from the main entrance. Flames burned a hole around the base of the box stove, spread to the walls, partitions and ceiling and by 6.45 a.m. flames were shooting out second-storey windows. Since the building is of wooden construction the fire was difficult to control. Firemen stated that if there had been a stiff wind from the west the freight sheds and merchandise would have been seriously threatened.

14/09/1940 *Ottawa Citizen*

Kingston (CP)

Kingston Sept 13. A mixed freight train was derailed and ripped up more than 100 yards of track at Jackson Mills today. No one was injured but the Kingston - Pembroke line of the Canadian Pacific Railway was tied up for the day. The accident apparently was caused by a wheel dropping off a car in the center of the train.

05/11/1946 *Regina Leader Post*

Kingston (CP)

Verona

Jupiter is a mean enough menace when he's sober but when he gets a quart of moonshine liquor in his evening meal of bran and oats he's a hell-raiser of horrendous proportions.

Some joker slipped the firewater in the feed of Bill Runsdale's problem goat and set off to whip his weight in atom bombs. Before he was through he'd created enough chaos to tie up services on the Canadian Pacific Railway line that runs through this village about 20 miles north-west of Kingston and to give section men and bystanders a thoroughly obnoxious 15 minutes,

The sectionmen were just returning from their day's work when Jupiter came weaving up the right-of-way and charged their jigger car, head down. They leaped, just before the crash, and took to a nearby tree. The jigger rolled into a ditch.

Proceeding on his erratic, aromatic course, Jupiter reached the depot shortly after the Kingston train pulled in. The baggage man was unloading parcels as Jupiter hove in view and charged. The man lit out for the door, Jupiter timed his lunge prettily, and the victim took off on what observers termed the finest non-competitive high jump ever seen in these parts.

The conductor felt his turn coming and started for the coach steps. But the conductor is a portly fellow, affording a target a goat of Jupiter's skill could not miss. Up the steps, across the platform, and out the other side went the conductor, off schedule.

Jupiter next went for the engineer but that resourceful worthy drove him back with a jet of steam and while Jupiter was mulling over such an unsportsmanlike trick the stationmaster managed to slip a hook, on a long pole, under the goat's collar.

Train service was resumed a quarter of an hour late.

Keeping Line in Working Order Job of Men at Old Roundhouse

By Reg. Redmond

INGENUITY is the watch-word at the Canadian Pacific Railway roundhouse near the foot of North Street. All running repairs to four locomotives, five day coaches and an average of 20 freight cars are daily performed by four men. This quartet keeps a 24-hour watch over their charges.

The locomotive department is staffed only by H. R. Davis, chargeman or locomotive foreman. Sole member of the car department is A. A. Potter, car inspector. General work is done by Joseph Harten. Thomas Roberts alone stands the night trick.

While major tests and repairs are not done at Kingston, the roundhouse crew finds plenty to keep it busy. One of Mr. Davis' chief responsibilities is watering engine boilers. This calls for great care as because if a boiler is too full, water gets into the cylinders and bursts them.

Eighteen journal boxes must be inspected and oiled every time an engine arrives. Save for the vigilance and care of the one-man locomotive department, an engine might develop a "hot box" with disastrous results.

* * *

DRIVE WHEELS journals and rods must be greased after every run. Cylinders and [the] air pump must be oiled and a hydrostatic lubricator must never be allowed to go dry. This special lubricator supplies heat-resistant oil to pistons, valves and the steam end of [the] compressor..

All this is just routine to Mr. Davis. But when a minor breakdown occurs, he must repair broken parts before sending the engine back on its daily run. He devises means of stopping a cracked boiler or leaky fitting. "When an engine comes in here with a cracked boiler I have to caulk it or the locomotive will die on the road" explained Mr. Davis.

Each spring is examined to make sure it is neither broken nor weak. A weak spring might allow a wheel to rub against the engine's firebox. Dynamo repairs [illegible.....] are all in the roundhouse chargeman's line of duty.

* * *

ROUTINE WORK in Mr. Potter's department includes filling coaches' drinking and washing water tanks, cleaning and putting ice in drinking water tanks. Coaches on the Kingston-Pembroke line are gas-lighted. Mr. Potter is responsible for filling each coach's Pintsch gas tanks.

Before a coach or car leaves the roundhouse its doors and draft gear, couplers and drawbars must be checked. A snapped coupler is a stroke of grief to Mr. Potter. These massive metal links are more than a one-man load. When one breaks in the yard he musters all hands to help install a new one. A whole truck must be dismantled to make this repair.

Air pipes are another worry. Pipes under the cars and hoses between them are inspected daily. Any breaks are repaired locally so the car will be safe for the road. Repairs, which might seem minor to a large car or coach shop, take on giant proportions, taxing ingenuity to the limit, when set before one carman and a helper. Duties of this department even include emergency coaling. Regular coaling is done at Tichborne.

* * *

LOCOMOTIVES and coaches occasionally get "flat tires" although in railway terminology they are called "slid wheels". In fall when leaves get crushed on rails, wheels may slip and flatten. These must be made safe for travel, even if complete repairs are made later at a larger shop. In mixed trains, coaches separated from the engine are heated by small stoves which in Kingston are tended by Mr. Potter.

One of Mr. Harten's duties is keeping steam in a boiler which heats coaches standing in the roundhouse yard. The Sharbot Lake train leaves at 8.38 a.m. and, on its return run, arrives at 7.45. The Renfrew train arriving at 5.15p.m. and leaving at 10.30 a.m. keeps three engines in [illegible....]

Many Sad as Old "485" Makes Last Daytime Run

By Cliff Knapp Staff Reporter

Engineer Glen White pulled his huge frame up into the cab of old steam engine 485. A second later his round, pleasant face smiled down through the open window.

"Better climb aboard" he grinned good naturedly, "We're five minutes late now - don't want to make the last run behind time".

Several passengers and a couple of interested photographers then climbed aboard the Kingston and Pembroke's single passenger car for a final ride on the railway line that began operation in 1876 between Kingston and Sharbot Lake.

To the people passing on Ontario Street Saturday morning there was nothing unusual about old 485. Every morning (except Sunday) for a generation or more she has waited in much the same way. The freight car was loaded, the mail car was squared away, and the small handful of passengers filed aboard the passenger car, usually located at the end of the train.

But to the people on this trip there was something different. One could sense the historical significance of the run.

Railway officials point out that while Saturday marked the last regular daytime run of the K and P the night service will still carry passengers as well as freight --- but no mail. The night train will leave 8.30 DST as in the past.

At 11.30 a m (only five minutes past the scheduled time) the whistle screamed its farewell, the steam forced its way into the cylinders, and the tired wheels of 485 began rolling for the last time toward Sharbot Lake.

At the freight yards near Anglin's coal dock the train jerked to a stop to allow brakeman H. J. Coyle to jump off. Mr. Coyle came into Kingston from Sharbot Lake on the early morning freight run. As the freight run will continue Mr. Coyle's job will not be changed, as will the jobs of the actual crew members.

Once again the engine tugged forward and the small train started down the single track, hissing and puffing and continuously swaying from side to side.

* * *

With clack, clack, clack ticking off the track sections toward the first stop, Glenvale, the passengers restlessly settled into their leather-covered seats. The wide open doors at either end of the car allowed a steady stream to play through the 80-degree temperature.

Conductor G. Gill appeared from the mail car immediately in front of the passenger section and swayed down the aisle, pausing here and there to punch a ticket. At the end of the car he pushed his hat back, wiped the perspiration from his brow and sat down at a special work table at the end of the car.

How did he feel about the last run? He was sorry to see the train being discontinued he admitted. In his eleven years with the line he had grown to like the picturesque run. He had many friends along the way, mailmen, store owners and farmers.

"I think the run would have paid for itself if it has been advertised properly", he said in deep tones, making it quite apparent that he had given a great deal of thought to the statement.

"The summer run would have been ideal for picnickers", he continued. "The train stops at Tichborne at 12.15 on the way to Sharbot Lake and again at 3.15 on its return to Kingston. Any Kingston family wishing to escape the city heat could spend these three hours swimming and resting the shade in the beautiful Tichborne countryside".

He paused for a moment, shook his head, and bent down over his work without further words.

Some of the younger passengers darted about, unbothered, up and down the aisle. Two or three of the older ones stepped back on the observation platform, taking full advantage of the cool air that rushed through the open end of the car. They gazed back over the tracks and watched the beautiful green countryside disappear behind them.

Perhaps the most colourful of the passengers was Thomas Roberts. Mr. Roberts, who lives at 94 Sydenham Street in Kingston, was retired a year ago last April after serving 32 years at the CPR roundhouse in Kingston. Claiming to me [be] the last one of the old gang out at the shop. He said he could recall working around engines from the Kingston and Pembroke run a good many times in his 32 years with the company.

The very congenial and versatile Mr. Roberts then, tired of talk, pulled out a colourful "squeeze box" and shortened the miles by playing and attempting to sing several numbers which an old song with the words ---"the run away train came down the track, parlez vous...etc". The crew and the passengers joined in some of the more popular selections.

As the journey ended everyone agreed that Mr. Roberts, who had come along on the last trip "for sentimental reasons" had added a great deal to the spirit of things.

Mr. Roberts was not the only one to take the last ride simply because it was the last ride. Howard Dixon of Sunbury and his brother Denzill who teaches accounting at Kingston Business College had promised their children that one day they would ride the K and P to Sharbot Lake.

"This was the time," they laughed.

Tommy, 13, Trevor, 11, and Steve, 7, --- all Howard's children ---, as well as Denzill's six-year-old Dennis, all seemed to be enjoying the trip.

Dennis' older brother, Paul, was busy playing Little League Baseball on Saturday, but was promised a ride on the Sharbot Lake to Pembroke run at a later date.

Mrs. Harold McEwen, wife of a section man operating out of Tichborne, along with her daughter, Gail, was also along for the last ride.

When asked her thoughts on the closing down of the Kingston to Sharbot Lake run, she answered very quietly. "It's going to be terribly hard on the women along the way. They used to take the train to Kingston on market day."

"I've more or less relied on the train for the past 17 years," she said. "I'm going to miss it".

This seemed to be the feeling of all the passengers. Although one elderly little lady from Toronto who declined to give her name left some doubt.

Sitting majestically erect in a deep purple dress and a hat with a veil, she snapped out her words: "I used to travel over this route 50 years ago. I was born in this area and I used to travel to and from Kingston many times. The service is just the same now as it has been for the last 50 years. If the company had catered a little more to the public we wouldn't be making the last run now."

Although she didn't say it, a tear moistened her sharp old eyes showing that she was perhaps more sorry the K and P had ended its days. Neither did she explain she was down from Toronto on the old train's last run.

A sharp blast of the shrill a sudden slowing down announced that the train was making the first stop. Glenvale was very quiet. A small bag of mail was picked up and two passengers climbed from the train. Mrs. Mary Beckingham and her son, Peter, had come up from Kingston to visit her sister, Mrs. James Richards, at Glenvale.

She revealed though that she timed the trip to coincide with the last run. As she waved to the crew from the platform the train moved forward into a cloud of white steam toward Harrowsmith.

When 485 shunted to a stop at Harrowsmith, another passenger, Mrs. Lester Snider, of Victoria Terrace, Montreal Street, hurried off the car to the tune of "Let Me Call You Sweetheart", played by Mr. Roberts on his accordion. Mrs. Snider planned to spend Saturday with relatives. She agreed that the train had been convenient and said she was sorry to see it go. She stood for several seconds on the platform as the train disappeared down the track.

So old 485 continued toward its destination, past Hartington, past Verona, stopping at these places only long enough to say hello to one or two store keepers and to pick up the mail.

At Godfrey the train stopped to let Mary Elizabeth Hickey off. Miss Hickey works at the Tiny Tots Nursery in Kingston and rode to Godfrey to visit her parents. This pretty young woman's only comment at the discontinuance of the passenger service was: "It's awful".

The passengers were allowed to get off the train to stretch at the next stop, Tichborne. They stretched and stretched.....for three-quarters of an hour while the train took on coal and.....[available text ends here]

Photo caption :

CONTRARY to some reports, the K. and P. railway, which runs from Kingston to Renfrew, is not closing down, but on Saturday it made its last daytime passenger run, Kingston to Sharbot Lake. These pictures show incidents of what was "the last trip" along the line below Sharbot Lake. Top: Engineer Glenn White waves goodbye from his engine cab. Centre, left, how Kingston looked from the cab as Engine 485 started its "farewell" journey and centre right, gay tunes are provided by Thomas Roberts, who retired last year after 32 years at the roundhouse here. Bottom, the train crew, from left, J. Lawless, G. Harris, E. Degracey, Engineer G. White, Conductor G. Giff and C. Orr

18/06/1957

Kingston (CP)

Kingston, June 16. Kingston and Pembroke Railway Co. has closed down 86 years after its inception. The service was discontinued Saturday following the return to Kingston of the last scheduled train from Sharbot Lake.

The company, for half a century a subsidiary of the Canadian Pacific Railway, was chartered in 1871. Its first section spanning the 46.8 miles to Sharbot Lake was opened in June, 1875

There were subsequent extensions to Snow Road and to Renfrew with spur lines serving the Martele iron mines and those at nearby Zanesville.

The K and P line was in receivership in 1894. But it I organized four years later and in 1903 passed to the CPR. The Bay of Quinte Railway enjoyed trackage rights over the Kingst line until 1913.

Before the First World War the Kingston service consisted of a daily passenger and mixed train each way with an extra mixed service as far as Sharbot Lake.

The Canadian Locomotive Co. Kingston, built the Kingston company's 11 locomotives. Records show the line's inventory when the CPR took over included seven passenger cars, 50 flat cars and 20 box cars.

Captions to three pictures.

One of Canada's oldest railway lines was discontinued Saturday when CPR trains 612 and 613 from Kingston to Sharbot Lake and return made their last runs. Train is shown leaving Kingston, with freight, exprss, mail and passenger cars. Conductor George Giff of Smiths Falls had little passenger business to handle. He was kept busy though with waybills, manifests, etc. of mixed cargo.

Train 612 pulls into the deserted station platform at Shatbot Lake 46 miles north of Kingston. Train connected with CPR local train from Toronto and Montreal. The Kingston & Pembroke Railway Co. (later known as the Kick and Push) was chartered April 14, 1871, and line from Kingston to Sharbot Lake opened June 17, 1875.

05/07/1966

Kingston (CP)

Kingston

'The Spirit' Takes its Final Place. With picture of 1095.

Engine Number 1095, the Confederation Park's Spirit of Sir John A. was shunted to its final resting place on the Canadian Pacific Railway tracks in front of City Hall Monday.

The Kingston built locomotive has taken up its final location in front of the old CPR station which will form a part of the new park, the city's centennial project.

The Spirit of St. John A. was shunted to the waterfront park by a CPR freight engine during a ceremony Friday night. Major Robert Fray and members of the Kingston Jaycees who purchased the engine from CPR as a centennial project were on hand at dedication ceremonies.

The engine was handed over to the Jaycees by a CPR representative, superintendent of the Trenton division J. F. Crate. The CPR was instrumental in helping bring the locomotive to take its place in Kingston's Centennial Park. Representative of Fairbanks-Morse (Canada) Ltd., formerly the Canadian Locomotive Company which built the engine, was vice-president of manufacturing, James Bergendahl.

The Spirit of Sir John A. will be bolted down to a piece of track as the CPR begins to tear up tracks this morning and move to new headquarters. Children and curious tourists are already travelling to the park site to have a look at th« shining 1913 locomotive.

The Spirit of Sir John A. has come to its final rest after more than half a century of service between Halifax and Vancouver.

23/03/1971

Ottawa Citizen

Kingston (CP)

Tichborne

Wildlife movement may be fast, furious

TICHBORNE Wildlife in this swampy area near Sharbot Lake could become fast moving . . . that is if laxative has the same effect on game as it does on humans.

Thousands of gallons of milk of magnesia were spilled from a tank car following a derailment of a CP Rail freight train Monday near this village about 30 miles north of Kingston.

The Ontario Water Resources Commission is investigating whether the laxative would affect wildlife.

31/12/1971

Ottawa Citizen

Kingston (CP)

Tichborne

In Ontario, conservationists were alarmed for the safety of wildlife when a train derailment at Tichborne dumped thousands of gallons of milk of magnesia into a swamp. As the press made no further report on the matter, I presume the swamp creatures survived their dose of laxative, and maybe even felt the better for it.

In the spirit of restoration

Group to give rusting historical train a facelift

Posted 2 days ago

One thing they don't lack is spirit.

A group of train buffs is getting together every week in Kingston to lay the foundation for an ambitious restoration of The Spirit of Sir John A., the old locomotive beside the tourist bureau in Confederation Park.

The Spirit is popular with children and tourists, but it's in dire need of a facelift. Rust has eaten away large sections of the old train, window frames are rotting and many small parts are damaged or missing.

With \$170,000 in municipal funds plus another \$300,000 in donations that are yet to be raised, the train buffs hope to restore the locomotive over the next five years to coincide with its 100th anniversary in 2013.

Douglas Smith, who chairs the Kingston division of the Canadian Railroad Historical Association, said that about 10 people interested in working on the restoration turned out for a meeting this week, and he's hoping the number will continue to grow.

Smith said he's still looking for individuals who have professional experience working with steam locomotives and could serve on a project management team.

Organizers are also wrestling with the question of what to call themselves.

"We started the thing off as 1095 Restoration Group, as that is the CPR operating number of the locomotive, but there were those who felt that people knew the thing as The Spirit of Sir John A.," Smith said.

Although it isn't official, the train buffs are considering a slight alteration to its original name so they would be called The Spirit of 1095 Restoration Group. The old locomotive was built in 1913 by the Canadian Locomotive Company Ltd. on the section of Kingston's waterfront that is now covered with luxury, high-rise apartments. The old train was one of 500 "10-wheel" locomotives owned by the company and one of the most popular on the railway. The last train in the series was No. 1111 built in December 1913.

According to the railroad association's website, these sturdy engines carried both passengers and freight and were often used as helpers when heavy freight trains needed assistance climbing steep grades.

In 1966, the Kingston Jaycees purchased No. 1095 and presented it to the city on Canada Day. The engine was renamed The Spirit of Sir John A. in honour of Canada's first prime minister.

In addition to fundraising and renovating, the restoration group is working on a plan to move the Spirit about six metres toward the lake to allow for more space between the locomotive and the old train station.

The group meets again on Monday at the plumbers and pipefitters hall at 25 Terry Fox Dr., beginning at 2 p. m. Interested individuals can contact Smith at 613-548-3727 or by e-mail at drg.smith@sympatico.ca.

09/06/2009 *Kingston Whig Standard* *Kingston (CP)*

Kingston

Kingston, ON, will spend \$70,000 to refurbish a major tourist attraction in Confederation Basin, despite a bid by one city councillor to postpone the work. Councillor Mark Gerretsen wanted to cut the spending to restore the Spirit of Sir John A. locomotive until a work plan is available. The money or the project, contained in the city's capital budget, will be spent on shoring up some parts of the locomotive to make it safe and create detailed drawings for a permanent shelter around the old locomotive. City commissioner Cynthia Beach said the locomotive will eventually become unsafe in its current position and work needs to be done to ensure that eventuality doesn't come to fruition. The jet-black locomotive, No. 1095, has been a fixture in Confederation Basin for more than four decades. The locomotive came to life in 1913, built in Kingston at the site of the former Canadian Locomotive Company. The engine criss-crossed the country for CP, spending most of its time in Winnipeg before coming to the end of its line in Montreal. The Canadian Junior Chamber of Commerce, better known as simply the Jaycees, paid \$10,000 for the locomotive as a gift to the city in 1966. But over its four decades in the park across from City Hall, little if any work has been done to keep it in decent condition. A group of volunteers came forward to restore the locomotive, aiming for the work to be completed by 2013, in time for the 100th birthday of No. 1095. The overall cost of the project is estimated to be nearly \$500,000, the majority of which will be covered through donations.

19/06/2009 *Kingston Daily British Whi* *Kingston (CP)*

PLAN TO REFURBISH TOURIST ATTRACTION GAINS STEAM:

Kingston, will spend \$70,000 to refurbish a major tourist attraction in Confederation Basin - the Spirit of Sir John A. locomotive. The money will be spent on shoring up some parts of the locomotive to make it safe and create detailed drawings for a permanent shelter around the old locomotive. City commissioner Cynthia Beach said the locomotive will eventually become unsafe in its current position and work needs to be done to ensure that eventuality doesn't come to fruition. The jet-black locomotive, No. 1095, has been a fixture in Confederation Basin for more than four decades. The locomotive came to life in 1913, built in Kingston at the site of the former Canadian Locomotive Company. The Canadian Junior Chamber of Commerce paid \$10,000 for the locomotive as a gift to the city in 1966. But over its four decades in the park across from City Hall, little if any work has been done to keep it in decent condition. A group of volunteers came forward to restore the locomotive, aiming for the work to be completed by 2013, in time for the 100th birthday of No. 1095. The overall cost of the project is estimated to be nearly \$500,000, the majority of which will be covered through donations. (Branchline)

It's full steam ahead to restore The Spirit of Sir John A.

The rusty locomotive in Confederation Park will get a large cash injection from the city to pay for its restoration and relocation. Without any debate, councillors voted to sink \$642,000 into the famous landmark at their May 18 meeting.

"I'm absolutely delighted. Yes it's a lot of money but sometimes you've got to look beyond the cost of something and look at the value of something," said Coun. Bill Glover.

The Kingston-built locomotive, also known as Engine 1095, sits on a small rail bed near the tourist information office - on the original section of rail line that used to run through the downtown. It was gifted to the city by the Kingston Jaycees in 1967 in honour of Canada's Centennial.

The big black engine is one of Kingston's most photographed landmarks but experts say it's in danger of falling apart without restoration work. Aside from rusting metal, the track bed is deteriorating and the engine is leaning.

The cash injection, on top of \$340,000 that was earlier spent by the city on exploratory work, will push the engine's total restoration price tag to nearly one million dollars.

Heritage buffs say the 1913-built locomotive is worth saving, not just for tourists, but for its heritage value and as a symbolism of civic pride.

"It's the sole survivor of the 19th century industrial Kingston," said Coun. Glover.

Coun. Dorothy Hector is also pleased the restoration is on track.

"I really believe we need to take care of our monuments a lot better than we have. This is a prime example of something we haven't taken care of and that's why it costs so much to fix it."

Preserving the historic appearance of The Spirit of Sir John A includes relocating the engine about ten metres south of its current location - to maintain its high profile spot in the park - and then constructing a protective shelter around it.

Coun. Hector says visitors will be able to climb aboard the restored engine once it has been made safe. "You used to be able to climb through it and play engineer. We haven't been able to do that for years."

The delicate job of lifting and moving the giant locomotive is expected to happen later this year before the repair work begins.

A volunteer group, Engine 1095 Restorers, has fundraised about \$7,000 and invested time to plan the engine's comeback.

"We've contributed 2,000 hours of volunteer effort to get the city to this junction," volunteer John Craig told a council meeting

He says damage to the weathered engine is "reversible with appropriate action."

"We're truly hoping the work can start this year and it will be fixed up in time for the tourist season in 2011," said Coun. Hector.

Heritage buffs note the timing of repairs to the locomotive will coincide with the 100th anniversary of its building in 2013 and the bicentennial of Sir John A Macdonald's birth in 2015.

As Craig explained: "Never will the stars be so aligned for this promotional opportunity of a lifetime."

03/03/2011 EMC Kingston

Kingston (CP)

Kingston

KINGSTON'S FAMOUS TRAIN IS ABOUT TO TEAVE THE DOWNTOWN STATION: The Spirit of Sir John A. is about to have a major facelift.

Kingston city council has signed a deal with the Pipefitters Union (Local 221), to manage the restoration of The Spirit of Sir John A. The work is expected to begin in April and should be finished by December of 2011. "We build houses. We build nuclear plants. This is just another challenge," said Brian

Maloney, who represents plumbers, pipefitters, welders and apprentices from Prescott to Napanee. He says it's a great opportunity for unionized trades

people to give something back to the community and promote their skilled trades work. Impressed with the group's enthusiasm and expertise,

councillors agreed to sign a Stewardship Agreement with the local trades union to oversee the six to eight month restoration work. "It's a project

near and dear to us. Some of our former members have actually worked on steam locomotives' Maloney explained. The city will spend about one million

dollars to put the big black engine on the rails to restoration. Council invested an initial amount of \$340,000 for exploratory work, plus another \$642,000 to

carry out the work in two stages this year, relocate the locomotive to a new foundation within Confederation Park, and restore the rusty engine to its historic appearance.

The Spirit, also known as Engine 1095, was built by the Canadian Locomotive Company in Kingston in 1913. The locomotive was rescued from the scrap yard by the Kingston

Jaycees in 1966 and presented to the city as a gift for Canada's Centennial in 1967. It was placed on the original K&P rail bed that used to run in front of

city hall. Sometime in March, the tender and cab are to be moved off-site to an enclosed shop for restoration. In April, a new foundation for the engine will

be laid about ten metres south of its current location - to maintain its high profile spot in the park. In June, crews will begin the delicate job of lifting and

moving the locomotive to its new foundation. Heritage buffs note the timing of repairs to the locomotive will coincide with the 100th anniversary of its

assembly in 2013 and the bicentennial of Sir John A. Macdonald's birth in 2018.

Branchline)

Engine 1095, known as The Spirit of Sir John A. has been a favourite photo back-drop for tourists visiting Confederation Park for more than 40 years.

It is a reminder that the Tourist Offices' was the K&P Railway station [Learn About the K&P Trail] for more than 75 years — and that Kingston was home for 114 years to the Canadian Locomotive Company. That company built more than 3000 steam, electric and diesel engines. The Spirit of Sir John A. was one of 25 such models built for the Canadian Pacific.

The locomotive was in active service until 1960. In 1966 it was saved by the Kingston Jaycees and given to the City in recognition and celebration of Canada's Centennial in 1967. Though not a railroad custom, the 1095 was renamed 'The Spirit of Sir John A.' and Bob Fray who was Mayor of Kingston at that time, and a sign-writer by trade, painted the name on the side of the coal tender in gold heraldic script. Restoration work with local partners

Work to prepare the new foundation for The Spirit of Sir John A. begins mid-June in Confederation Park. The work on the new home for this icon of Kingston's industrial past is scheduled to be completed over the course of the summer with the move the engine itself expected to take place in mid-August.

Pipefitters Local 221 will soon be removing the Engine's tender box and cab for off-site restoration.

Next, the City will be shutting off service and relocating the Pay and Display machine ahead of excavation of the foundation site for the proposed new permanent home for Engine 1095, about eight metres from where it now stands.

Then, near the end of June, caissons (a watertight structure used to work on foundations) will be installed to support a concrete grade beam foundation. Following the caisson installation, the rest of the site will be excavated and the foundation will be constructed using precast railway ties and steel rail.

All work involving digging will be attended by an environmental team and an archeologist.
Restoration Project: Background

In 2007, an initial Survey of Findings and Recommendations was submitted to Council by a volunteer-led group known as the 'Engine 1095 Restorers' who made an expert case for its restoration along with a proposed course of action and budget for the necessary work. This initial request was followed by a further Report to Council in May 2010 prepared by City staff requesting full budget and approvals for restoration and relocation of the 1095.

Based on a thorough assessment of the locomotive, it has been identified that it must be relocated and restored due to the deteriorating conditions of both the supporting track structure and the locomotive itself.

The City of Kingston will be working with Local 221, the Pipefitters Union and a number of other local trade unions and industry partners to restore 'The Spirit of Sir John A.' so that it can continue to be one of Kingston's most popular and photographed landmarks. The \$812,000 project is expected to be completed by the end of 2011.

The Historical Significance of Engine 1095

The presence of Engine 1095 in Kingston provides a crucial link to the City's industrial past having been built by the Canadian Locomotive Company Ltd. (CLC), formerly located on the Kingston waterfront. For over a century the CLC was a major supplier of locomotives to the CPR, delivering nearly one-third of its fleet over a number of decades and making it Canada's second largest commercial builder at the time.

Engine 1095 first made its debut in 1913 and was put into service out of Winnipeg and then Southern Ontario before completing its service life in Montreal in 1960. As a symbol of 19th century technology and industry, the continuing existence of Engine 1095 points to a significant period in Kingston and Canada's history that demands to be preserved and maintained. It also helps to illustrate a significant aspect of Kingston's history by positioning it as an important industrial and political hub.

About the "Ten Wheeler" Class Locomotive

The 1095 was one of the last batch of 25 units of "Ten Wheeler" Class D10h 4-6-0, built by the Canadian Locomotive Company Ltd. in October, 1913, builder's serial No 1131. There were some 500 built by CPR at its own Angus Shops in Montreal and by other locomotive builders such as the Montreal Locomotive Works over the previous decade.

Between 1905 and 1913 the D10 became the single largest class of engine to be used by Canadian Pacific. An extremely versatile design, these locomotives were used in passenger, freight, and yard service across Canada right up until the end of the steam era in the early 1960s.

These engines were a transitional design that reflected changes in locomotive engineering while also retaining some features typical of nineteenth-century engines. For example, the engine cabs were of a simple open design. This provided some respite from the high heat generated by the firebox, but in inclement weather, the open design meant that the locomotive crew was protected only by a simple canvas curtain drawn across the back of the cab—even in winter. The engines also continued to be hand fired, except for a few that were converted to oil fuel.

Work Begins on Spirit of Sir John A. Train Foundation

Kingston Ontario - Work to prepare the new foundation for "The Spirit of Sir John A." begins this week in Confederation Park. The work on the new home for this icon of Kingston's industrial past is scheduled to be completed over the course of the summer with the move the engine itself expected to take place in mid-August.

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Engine 1095 provides a crucial link to the City's industrial past having been built by the Canadian Locomotive Company Ltd. (CLC).

Formerly located on the Kingston waterfront, CLC was a major supplier of locomotives to the CPR, delivering nearly one-third of its fleet over a number of decades and making it Canada's second largest commercial builder at the time. Engine 1095 was one of the last batch of Ten Wheeler 4-6-0 class D10h to be built by CLC.

This project helps tell the story of Kingston's living history, one of the objectives of the Kingston Culture Plan available at www.cityOfKingston.ca/kcp.

Stay up-to-date on the restoration and move of The Spirit of Sir John A. at www.cityOfKingston.ca/1095.