

# Local Railway Items from Area Papers - 1883

**01/01/1883 Montreal Gazette**

**Pontiac Pacific Junction**

## PONTIAC PACIFIC JUNCTION RAILWAY

We direct attention to the advertisement in our issue of this morning calling for tenders for the construction of the Pontiac Pacific Junction Railway bridge on the Ottawa River at Lapasse, which is to be completed by the 3rd December' 1883. This bridge is the only important structure on the line between Alymer and Pembroke, and by the time it is finished the remaining portion of the work now under contract can be readily completed. This line, which is the extension of the Quebec Government system of railways; will be of great benefit to the Upper Ottawa country, which has long been attempting to obtain railway communication with Montreal and Ottawa, so as to enable the vast quantities of timber from the Black and Coulongw Rivers to be sawn at their junction with the Ottawa, to be carried by rail over the Canadian Pacific Railway to Montreal and Quebec for shipment to England and by the Canada Atlantic, which, by its connection with the Grand Trunk and Central Vermont railways, will give it an easy outlet to the New England markets, which consume a great quantity of sawn lumber. We are informed that several large mills will be commenced near Lapasse as soon as the sale of the bonds in England renders the immediate construction of the road a certainty. One of our largest lumber merchants has informed us that by the time the road is completed there will be sixty million feet of lumber a year to be transported by it, and that this amount will rapidly increase. It will form a connection between Pembroke and Ottawa, twenty-eight miles shorter than the existing line of the Canadian Pacific, and, with its easier grades it must undoubtedly become the favourite route for the vast quantities of square timber, as well as sawn lumber, seeking markets from the Upper Ottawa regions. especially as the charters of both railways, the Pontiac Pacific Junction and the Canadian Pacific, provide for running arrangements, and an interchange of traffic between them. There are at present terminating at Ottawa, besides the Canadian Pacific Railway, the St. Lawrence and Ottawa, the Canada Atlantic Railway, running in connection with the Grand Trunk Railway, and the Ottawa and Waddington, which is to be built to connect with the New York Central, all competing for the United States traffic at Ottawa, and to ail of which the Pontiac Pacific Junction makes the most direct line towards the great lumbar districts of the Upper Ottawa. It is well-known that the manufacture of sawn lumber is being removed from Ottawa city, owing to the difficulty of floating logs down the river, and is seeking suitable sites further up, which this railway is intended to provide. Indeed, we know of no line of railway of equal length, which has a fairer prospect of an immediate large traffic than has the Pontiac Pacific Junction Railway,

**02/01/1883 Ottawa Citizen**

**Canada Atlantic**

There is a boom in the freight trade of the Canada Atlantic Railway of late. No less than thirty-eight car loads of freight came in on Saturday last.

**02/01/1883 Montreal Gazette**

**Point Fortune**

## TENDERS FOR BRIDGE

Pontiac Pacific Junction Railway

TENDERS will be received up to the next Eighth of February next.

For the putting in the Foundations and Building the Masonry for a Bridge over the Ottawa River at La Passe. Also, for the Iron Superstructure of same, erected complete top receive the track.

Plans and specifications may be seen on and after 16th January next, at the Contractor's Office, NO. 7 PLACE D'ARMES HILL, Montreal.

C.N. ARMSTRONG

Contractor.

**05/01/1883 Almonte Gazette**

**Belleville**

**Perth**

RUN OVER AND KILLED - About 10 o'clock last Saturday morning a train at the car shops in Perth ran over a man named Coled and horribly mangled him, cutting off both legs and nearly severing his body. He died almost instantly. The victim was an Englishman not long from the old country, and leaves a widow and three children alliving there. Coles had been low spirited of late, but it is not know the dreadful affair was anything but an accident.

**05/01/1883 Ottawa Citizen**

**Carleton Place**

**Stittsville**

On Tuesday night last an accident occurred on the Canadian Pacific Railway near Stittsville. It appears a heavy freight train broke in two and an empty engine following close behind went crashing into the van and other cars that had broken loose from the train. The Grand Trunk train going west was delayed an hour in consequence, waiting the arrival of the CPR train. The delegates to the Reform Convention were on board and felt rather uneasy.

**06/01/1883 Ottawa Citizen**

**Toronto and Ottawa**

**Perth**

Last week it became known in town that all work on the Toronto and Ottawa Railway between Perth and Bridgewater was ordered to be stopped and Mr. Beemer, the contractor, arrived in town, and by his direction, the hands were paid up all along the line and were discharged. The men were told the work was not continued until the 1st of April but of course there is no saying how long the stoppage may last or if the work will ever be taken up again. About \$200,000 have already been spent on the line between these two points, and it now remains to be seen whether all this money will be absolutely wasted by abandoning the work altogether, or whether Midland, who own the charter, and have spent the money, will see their way clear to borrow additional money to complete the line

**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.

**08/01/1883 Ottawa Free Press**

**Ottawa, Waddington & New York**

Delegation requesting a subsidy from the Ontario provincial government.

**11/01/1883 Ottawa Citizen**

**Pontiac Pacific Junction**

Meeting of shareholders. During the past year good progress had been made towards completion of the road.

A deputation from Cornwall comprising Dr. Bergin M.P., A.P. Ross and D.A. Fleck have been in the city the last two days on business connected with the Ontario and Pacific Railway. They had an interview with Sir John relating to the matter, and left yesterday afternoon for Toronto to petition the Ontario government to give a grant towards assisting to build the road. As is already understood, the proprietors of the line contemplate connecting Cornwall on the east with Sault Ste. Marie on the west by way of Ottawa, Arnprior and Eganville. The scheme is of great importance to the country generally but to Ottawa County in particular. By this route the traffic of the north-west for Montreal, New York, Boston and Portland will have some 400 miles less to travel than by the present circuitous route via Chicago. The advantages of the line from a local viewpoint are too apparent to require any remarks on that score. As will be seen from an advertisement elsewhere the annual general meeting of the company will be held on Wednesday next. It may be mentioned that the capital stock has already been subscribed.

11/01/1883 *Montreal Gazette**Pontiac Pacific Junction*

The meeting of the shareholders of the Pontiac Pacific Junction Railway took place this p.m. in the Russell House. The old Board of Directors were elected as follows President, Hon. B. Church Vice- President, W.D. McAllister, M.P.P.; Secretary, W. Conroy Chief Engineer, Mr. Patterson. The report of the engineer, which was submitted and adopted, showed that much progress had been made in the work of construction. Fifteen miles of the road have been graded and the rails have been laid for a distance of four miles. The names of Hon. J.G. Chapleau, Secretary of State, and G.C. Butler were added to the Directorate.

12/01/1883 *Almonte Gazette**Chalk River*

The frogs along the track of the C.P.R. have been attended to, and by the insertion of a piece of block are no longer dangerous to the brakemen, who may now run over them with ease.

15/01/1883 *Ottawa Citizen**Brockville**Brockville*

The rumour is again revived that the Canadian Pacific Railway contemplates putting a 400 foot extension to their lumber dock at Brockville, extending it up the river for that distance and then arranging their tracks as to unload direct from the cars to the barges or vessels. There can be no doubt that such an improvement would meet with the heartiest approval from shippers and vessel men as it would obviate much of the trouble which now exists. It would also form quite a large and safe harbour for shipping.

16/01/1883 *Ottawa Citizen**Canada Atlantic**Bearbrook*

The train of the Canada Atlantic did not arrive here until near midnight, three cars having left the track near Bearbrook. The cause has not been definitely ascertained but is supposed to be a broken rail. No one seriously injured. Also reported in the Ottawa Free Press, same date. Rear truck of tender derailed.

19/01/1883 *Almonte Gazette**Chalk River**Almonte*

Considerable preparations are being made and material gathered here to rebuild the bridge over the river. It is said the bridge will be built in sections and then hauled into place. Over one hundred men will be engaged in the work.

19/01/1883 *Renfrew Mercury**Pontiac Pacific Junction*

The Pontiac Advance says there is no truth in the rumor that the Pontiac Pacific Junction railway has been sold to the C.P.R. Syndicate. There are no negotiations for a sale going on, nor have there been any at any time.

20/01/1883 *Ottawa Citizen**Carleton Place**Ottawa West*

The Canadian Pacific Railway Company are building a new round house near the Union Station which will have accommodation for about thirty engines.

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.

26/01/1883 *Almonte Gazette**Chalk River*

ANOTHER RAILWAY ACCIDENT. - A correspondent of the standard says a man named Bedard was run over on Friday, 12th, by the train coming down when within two miles of Mattawa. It seems the engineer saw him lying on the track but could not stop his train in time to prevent the accident. The unfortunate man was not killed out right, but was left insensible by the wayside, the engineer not considering it his duty to stop for so trifling a circumstance. Immediately on the arrival of the train at Pembroke he was taken to the hospital. He can hardly recover, as he is said to be half frozen, his arms being frozen to the elbow.

26/01/1883 *Almonte Gazette**Chalk River**Almonte*

Men have been busily at work getting the iron work of the bridge ready for fixing, it is said, on Sunday next.

26/01/1883 *Ottawa Free Press**St. Lawrence and Ottawa**White Bridge*

The St. Lawrence & Ottawa Railway are having the trestle work of all the bridges along their line reconstructed at a height of seven feet above the cars. This will ensure the safety of brakemen, one of whom, Michael Nidd, was killed some years ago by being knocked off a train in crossing the St. L. & O. R.R. bridge over the Rideau. The company's action is in accordance with a law passed in the Dominion Legislature requiring trestle work on railroad bridges to be constructed seven feet higher than the tops of the cars.

29/01/1883 *Ottawa Citizen**St. Lawrence and Ottawa*

The St. Lawrence and Ottawa Railway Company are having the trestlework of all their bridges reconstructed so that there shall be seven foot clear headway above the top of the cars, thus giving greater security than formerly to the brakemen on the freight cars.

31/01/1883 *Ottawa Free Press**St. Lawrence and Ottawa*

London, England, January 31- The bond holders of the St. Lawrence & Ottawa Railway Company held a meeting yesterday, at which the report of the committee appointed to consider the offer of the Canadian Pacific Syndicate was received and discussed. A recommendation to refuse the offer was unanimously adopted by the meeting.

02/02/1883 *Almonte Gazette**Belleville**Perth*

STRIKE AT THE PERTH CAR SHOPS. - we have been informed that at these shops the men struck work because their pay had not arrived as promptly as they thought it ought to, but it had actually arrived when they struck, though of course they were ignorant of it. After receiving their pay they went to the shops next morning to resume work, but were told they had gone out for their own pleasure and now they could stay out for the Company's pleasure. We got our information from an employee of the company, and if the facts are as above the men acted precipitately, and the company are just a little vindictive. Better wipe out old scores now and begin afresh with a clean slate.

02/02/1883 *Renfrew Mercury**Chalk River**Almonte*

The Almonte Railway Bridge. The wooden bridge on the Canadian Pacific railway over the Mississippi river there was removed on Sunday last, and replaced by an iron structure consisting of ten spans. The time occupied in removing the old bridge and completing the new one was only 20 hours. Considerable indignation was expressed by the citizens that the Sabbath should have been chosen to accomplish this work.

**02/02/1883** *Almonte Gazette* *Chalk River* *Almonte*

BRIDGE BUILDING EXTRAORDINARY. - on Saturday night, immediately after the passage of the last train, a gang of men over one hundred in number was set to work to remove the old railway bridge, all possible preparations for replacing it with an iron one having been previously made. The new bridge had been built in sections, which were lying by the side of the line, and which were taken to their proper places and then lifted into position by the aid of a powerful portable crane. The operation occupied about twenty hours, and was certainly a work of great celerity, and was witnessed by a large number of spectators with a great deal of interest. As usual on such occasions, the small boy was irrepressible, and it is a wonder none of them were injured.

**02/02/1883** *Renfrew Mercury* *Belleville* *Perth car shop*

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

**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.

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

The Grand Trunk Express from the west was on time yesterday afternoon, a somewhat noteworthy incident.

**06/02/1883** *Ottawa Citizen* *Lachute* *Ottawa, Broad Street*

Yesterday, an accident, fortunately attended with no loss of life or personal injury, occurred on the line of the Canadian Pacific Railway close to Ottawa. It appears that the early passenger train from Aylmer was running into the city at a moderate rate, and when only some two hundred yards from the station collided with a freight train which was also going at a slow speed. The passenger train was on its usual time and on the main line, but owing to a dense fog which prevailed its approach was not seen by the parties in charge of the special freight in time to prevent the collision. Damage sustained by the cars is estimated at \$3,000. A gang of men were set to work at once to clear the track and the debris was removed last evening. An investigation into the cause of the collision will be held at once.

Investigation - carelessness on the part of certain employees and their services were promptly dispensed with.

Also reported in the Ottawa Free Press Monday February 5 and Renfrew Mercury February 9.

**07/02/1883** *Ottawa Free Press* *Canada Atlantic* *Kenyon*

Collision at Kenyon. The fireman on locomotive No. 2 was killed. Also account in Renfrew Mercury February 16.

**08/02/1883** *Ottawa Citizen* *Canada Atlantic* *Kenyon*

On Tuesday night last an accident occurred on the Canada Atlantic road which seems to have arisen from the want of due attention to instructions on the part of some of the hands, and unfortunately resulted in the loss of life. The accident occurred at Kenyon and was caused by a collision between the night mixed trains which are supposed to cross at that point. The west bound train had arrived at the station, and after discharging its passengers, was backing to enter the siding and make way for the train bound eastward. The latter came ahead under the control of one of the oldest and ablest engineers on the line but, owing to the dark and storm nature of the night he does not seem to have seen the other train until it was too late to avoid a collision. The engines were not thrown off the track, but were considerably injured. The passengers on board sustained no damage beyond considerable fright. The fireman of the eastbound train Mr. Clarke, was unfortunately killed, and the engineer, Mr. Miles, had two of his ribs broken, besides sustaining other injuries. Clarke, who was killed, was a young man residing with his parents at Coteau and was highly thought of by all of his friends. Three other train hands were also injured but not seriously. The cause of the collision, so far as can be learned, was the state of the night which prevented the engineer of the eastbound train to see what was before him.

**09/02/1883** *Almonte Gazette* *Chalk River*

Bedard, the unfortunate man who was run over by a construction train up north a short time ago, died from the effects of his injuries.

**09/02/1883** *Renfrew Mercury* *Chalk River* *Pembroke*

On Wednesday morning a smash up occurred on the railway at Pembroke which caused a temporary commotion. A number of cars were shunted out on to the pile bridge on Tuesday night and left there. Next morning, before daylight, the Mattawa train with a number of cars attached, came along and ran into them. There were a number of men sleeping in the stationary cars at the time. The men were heaved around the cars with much velocity, but fortunately none were seriously hurt. The cars were considerably wrecked. Had the engine been running at full speed the accident would have proved more serious. Observer.

**09/02/1883** *Almonte Gazette* *Canada Atlantic* *Kenyon*

FATAL COLLISION - A collision occurred on the Canada Atlantic Railway near Ottawa on Wednesday, between a freight and a passenger train, doing considerable damage. The engineer and fireman on one of the engines were killed. We have not heard the particulars.

**09/02/1883** *Renfrew Mercury* *Belleville* *Perth car shop*

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

**09/02/1883** *Ottawa Citizen* *Lachute*

New parlour cars. Two parlour cars "Lachine" and "Carillon" will replace the cars on the line which will be put on the Ottawa - Brockville run. Full description.

Also reported in the Ottawa Free Press on February 8.

**09/02/1883** *Ottawa Free Press* *Ottawa City Passenger*

New regulations have been issued by the Street Railway Company regarding passengers. Hereafter, letter carriers, telegraph message boys and overgrown schoolboys will be charged full fare.

**09/02/1883** *Almonte Gazette* *Carleton Place* *Ottawa*

A collision occurred on the C.P.R. near Ottawa on Monday last, entailing a loss of about \$30,000 on the Company. Both engines were badly damaged

**11/02/1883** *Perth Courier* *Havelock*

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

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

Account of snow blockade on the K&P.

*23/02/1883 Almonte Gazette Chalk River Sand Point*

Daniel Lyn, a laborer on the C.P.R. at Sand Point, was struck by a train one day last week and badly injured. Lyn is slightly deaf, and while walking along the track the train backed down upon him. Three toes and a portion of his foot had to be amputated.

*02/03/1883 Almonte Gazette Chalk River Carleton Place*

FOOT CUT OFF. - A commercial traveller named John Grant, from Ottawa, met with a terrible accident at the Carleton Place junction yesterday (Wednesday). Having missed the express, he thought to get through on the freight, and ran to the front end of the van to get on. In some way or other he made a miss. And fell beneath the van, the wheels passing over his left leg, which was terribly mangled. He was taken to Ottawa, where his leg will be amputated.

*06/03/1883 Ottawa Citizen St. Lawrence and Ottawa Prescott*

The last of the employees in the blacksmiths shops of the St. Lawrence and Ottawa railway leave here on Monday for Montreal. Only a few men are being retained here to keep up repairs on engines and cars.

*09/03/1883 Almonte Gazette Chalk River Carleton Place*

Mr. John A. Grant, the unfortunate man who was run over last week at Carleton Place by a freight van, had his leg amputated at the Protestant Hospital, Ottawa, but the shock to his system as to cause his death, which took place on Thursday night. He was the eldest son of Major Grant, Ottawa, and was 31 years of age.

*09/03/1883 Almonte Gazette Chalk River Pembroke*

ACCIDENT. - On Tuesday last a lad named Nowlan, of Carleton Place, who was employed in the railway yard at Pembroke, got his hand badly crushed between two cars while engaged in coupling. The injury was a painful one, and will necessitate his taking a holiday for some considerable time. He returned home on the morning express on the same day.

*09/03/1883 Almonte Gazette Chalk River Renfrew*

On Monday of last week a cow which was standing on the track at a crossing in Renfrew was struck by the cowcatcher of the engine. The animal was tossed into the air, and, after being stunned for a time, on regaining its feet, walked off apparently uninjured.

*15/03/1883 Ottawa Free Press Chalk River Carleton Place*

Messrs. Baker and Blackwell of the C.P.R. were in Carleton Place a few days ago. A local paper said their object was to consider the removal of the heaviest of the machinery in the works there to the new shops at Hochelaga. Since the destruction of the shops at Brockville the entire repairs and new work have been done at Carleton Place. The machinery for the heavy and new work is all that will be removed, repairs will still go on at Carleton Place as usual. The complaint of the company about lack of houses for the men will soon have ceased, as these will be provided with all the speed that is possible.

*22/03/1883 Ottawa Free Press Canada Atlantic*

Mr. Hiram Loomis, for many years locomotive engineer on the St. Lawrence & Ottawa Railway, and more recently on the C.P.R., has accepted a similar position on the Canada Atlantic Railway. Mr. Loomis is an old experienced controller of the iron horse and one of the most careful and competent engineers on the continent.

*23/03/1883 Almonte Gazette Chalk River Carleton Place*

ALMOST BURNED TO DEATH. - Mr. William Wilson, a young married man of Carleton Place, and an employee of the C.P.R., was ordered to fire up a locomotive one day last week. When the fire had got under good headway he opened the furnace door, and the flames rushed out, catching an oil can he either held all was close by. The can exploded, knocking Wilson clean off the locomotive and setting coat, face and hands on fire. A comrade nearby rolled the ignited man over and over in the snow, which extinguished the flames, but not until the coat had been about burned off, the face badly blistered, and the right hand sent next door to destruction. - C. C.

*26/03/1883 Ottawa Citizen Lachute Calumet*

Early on Sunday morning as a down freight train on the Canadian Pacific Railway was crossing the Rouge River near Calumet station, the wheel of one of the cars broke and it, with the four following cars, was precipitated over the bridge, a distance of sixty feet. They broke through the ice and went to the bottom.

There were no lives lost. The engine did not leave the track, and all the train hands were together in a tool car which escaped the wreck. The car whose defective wheel was the cause of the disaster was not a part of the regular railway rolling stock but belonged to another company. Strange to say, no damages were done to the bridge. The inspector, Mr. Wood, examined it thoroughly and pronounced it to be in a perfectly satisfactory condition. The loss is estimated at about \$20,000, but this is probably above the mark. A large gang of men are employed endeavouring to recover the freight.

*28/03/1883 Ottawa Citizen Ottawa City Passenger*

The work on the streetcars is just now unusually heavy, and in the course of a few days the "busses" must take the place of the sleighs. It is a consummation devoutly to be wished that the rails were bare again.

*30/03/1883 Brockville Recorder Westport Delta*

A very large and thoroughly representative meeting of people from the various municipalities assembled at Delta yesterday to take the initial step toward putting the Brockville and Westport Railroad project on some sort of solid basis.

*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.

*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.

*05/04/1883 Ottawa Free Press Maniwaki*

At a joint meeting of the directors of the Ottawa & Gatineau Valley and Ottawa Colonization R.R. yesterday, Mr. Mackintosh, the president, made a lengthy explanation of the company's affairs. A resolution was carried strongly approving of his entire policy in connection with his negotiations for the construction of the said railways, which were made under his power of attorney and share proxies of both roads; and that if any further powers are necessary the shareholders and directors of both roads should furnish them to him forthwith.

*06/04/1883 Almonte Gazette Chalk River Almonte*

NEW STATION. - A new station is shortly to be erected here, and not before it is needed, as the one in use at present does not furnish anything like the accommodation required. We hope to see the company give us a building that will be a credit to the town

*06/04/1883 Renfrew Mercury Chalk River Renfrew*

The freight train that came in after the express on Tuesday night was going at such speed that it shot right past the Renfrew station and was not stopped until it reached the second bridge. The conductor who came back for his waybills, &c., remarked that it went by "like the devil on skates."

09/04/1883 *Ottawa Citizen* *Canada Atlantic*

On and after Tuesday March 4 CAR and GTR will run a Pullman sleeping car to Montreal. Leave Ottawa 10 p.m. and arrive in Montreal 7 a.m.

11/04/1883 *Almonte Gazette* *Chalk River*

The Messrs. Klock are daily shipping large trains of lumber south from Pembroke, of what is said to be a very fine cut, and according to those who have seen it as clean and well made and large stuff as can be found in the market, and has never been under water.

12/04/1883 *Renfrew Mercury* *New York Central*

The Ontario and Pacific Railway Company whose line is to run from Cornwall to French River have secured in Committee the passage of an amendment to build a branch from some point on the main line of railway between Renfrew and Eganville to Pembroke.

13/04/1883 *Renfrew Mercury* *Belleville* *Perth car shop*

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

13/04/1883 *Almonte Gazette* *Chalk River* *Pakenham*

TOUCH AND GO! - A NARROW ESCAPE-. The condition of the line on the CPR between this town and Pakenham at a point nearly opposite Mr Timmon's house below Rosebank, a few days ago caused considerable anxiety, resulting in a close watch being kept. Just at this point the line is carried over a gully by means of an embankment about twenty-five feet high, provision for carrying away the water being made by a culvert. The position of two hills in the immediate neighborhood formed what might be best described as a deep bay to the north of the track, in which the water accumulated until it had reached a depth of about fifteen feet, and it was this "gathering of the waters" that caused anxiety, as it was seen that the culvert was not of sufficient dimensions to carry away the immense quantity of water that had to find an outlet somehow. The section men had been watching the place for some days and on Tuesday evening they signaled the evening express going north, (which was about two hours late), and, acting upon the signal, the train crossed the place very slowly. five minutes after the train passed the pressure became too great, and the clay embankment for about sixty feet in length was carried away, leaving the ties and rails suspended in mid-air. At the time of the washout some of the neighboring farmers were on the track, together with the section men, but as they took in the position of things "they stood not upon the order of their going, but went," and it is needless to say that Dexter's time was beaten altogether by the time made in that short spurt. Fortunately all escaped. The break in the line caused considerable interruption to traffic, all freight trains being cancelled and the passengers, with their baggage; having to be portaged around the gulf. As soon as possible a large gang of men were collected and set to work to build a trestle bridge under the ties, and, considering the difficulties encountered and the distance from all supplies, very commendable progress was made, and as a result the empty cars were passed over on Thursday, but it was not considered advisable to take over either an engine or the passengers until the bed had been made more secure. The passengers on the Tuesday evenings train little suspected as they sped along what a narrow escape they had from at least a position of considerable peril, and both they and the company are to be congratulated on a very fortunate termination on what might have been a very serious affair.

13/04/1883 *Almonte Gazette* *Chalk River*

A FRIGHTFUL ACCIDENT. - a little after five o'clock last Wednesday one of those terrible brakesmen's accidents which start the deepest feelings of sympathy and sorrow occurred at the C. P. Junction. A young man named Robert Taggart - a year out from Ireland, and but six weeks in CPR service - a tall, healthy, wiry, well built and good looking person, was at the south end of the long Manitoba siding engaged in drawing a pin from a shunt. To do this he recklessly walked sideways, in front of the locomotive pilot, as he walked pulling hard to loosen the pin. Suddenly one foot went down deeper than usual between the ties; the pilot caught it, Taggart was thrown ahead lengthwise and between the rails; with almost superhuman swiftness he threw his body out, but his leg was between the bottom of the pilot and the rail, being terribly bruised. Finally the heel of the pilot passed, and then it was that the brave fellow tried to jerk out his foot before the wheel caught it, but there was no time, and the cruel, brutal thing took the foot sideways and at the center, crushing it down into utter destruction. Taggart then sat up, unlaced his boot, and took it off, surveying the ruins quite coolly. He asked his comrade, Mr. Flegg, to get a doctor, but to be sure to tell him not to take the foot off. He was then placed on the front of the engine, his head resting on his friend's shoulder, and the sad company of employees came to the crossing, from which the poor fellow was carried to his boarding house, Mr. Moore's, and doctor. Preston summoned. To the doctor Taggart appealed: "Don't take it off; I would rather die!" "Oh it must come off, " said the doctor." Well, then, splice it on," was the best hope he uttered. The doctor proceeded with his usual great care and skill in such jagged and distressing cases; and so managed as to leave the heel and part of the instep, but was not able to tell whether more would have to be taken. The operation was performed with Taggart himself quite an interested spectator. The patient slept three hours the first night- something remarkable; and has continued to progress very favorably. - that same evening a relief subscription was opened by Mr. Thomas Begley, among the railway hands, and before it closed the handsome sum of \$125 was raised. The men at McLaren's Mills also subscribed a small sum. On the morning after the accident the locomotive appeared in proper shunting condition hyphen having a footboard in front instead of a pilot.- C. C.

17/04/1883 *Ottawa Free Press* *Maniwaki*

The engineering party of the Ottawa & Gatineau Valley and Ottawa Colonization Railway are camped near the Hull depot. The work of final location of the lines commenced today from Hull northward.

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. It is 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.

19/04/1883 *Ottawa Citizen* *Carleton Place* *Britannia*

Canadian Pacific Railway. The village by the lake has always been a favourite resort for Ottawaites, both as a locality for a summer residence and as a pleasant place to spend a happy day for picnic parties. The above railway company, recognizing the fact, have made special arrangements for the summer traffic, for both classes of passengers. They propose issuing season tickets, and also twenty trip commutation tickets at reduced rates which will doubtless be taken advantage of by many inhabitants of the Ottawa who prefer the cool breezes of Lake Deschenes to the torrid heat of the Capitoline summer. Full particulars as to price and conditions can be had at the company's offices on Elgin street.

19/04/1883 *Ottawa Citizen* *Ottawa City Passenger*

Much to the gratification of their patrons the Street Passenger Railway Company have had their rails cleaned of what ice was still sticking to them and have now got their cars running instead of the busses. The horses, also no doubt, are grateful for the change.

20/04/1883 *Renfrew Mercury* *Belleville* *Perth*

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

Pontiac and Pacific Junction Railway.

The streets of Aylmer again commence to look lively, owing to an influx of railway men, who have once more gathered around and are preparing to commence work. The work of building the bridge at Breakenridge's Creek, commenced some time ago, was abandoned the other day owing to high water; but we are happy to say that the two piers have been completed so that they cannot be injured in any way, and that work can be resumed as soon as the water falls. Ties, pickets and telegraph poles have been taken out this winter and have been placed along the line to complete 30 miles of the road, and it is expected that the snort of the "iron horse" will be heard in the Quyon village by the 1st of July. Arrangements are now being made to place 1,000 men on the work by the 15th of May. *Aylmer Times*.

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.

27/04/1883 *Renfrew Mercury**Belleville*

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

27/04/1883 *Almonte Gazette**Chalk River**Pembroke*

THROWN FROM A TRAIN. - on Friday afternoon last, says the Observer, as a train from the east was approaching the Pembroke station, two rivermen got into an altercation on the platform of one of the cars. A passenger by the train interposed, and attempted to quell the disturbance. Both the contestants speedily turned on him, however, and the result was that he was thrown bodily from the train, alighting about twenty feet from the track. Very fortunately he was not seriously injured.

27/04/1883 *Almonte Gazette**Chalk River**Almonte*

NARROW ESCAPE. - on Thursday last Mrs. Slater was a passenger by the train from the south due here at 3.40, and on the train drawing up to the station she began preparations to leave the car, but when she got to the outside the number of people on the car platform prevented her getting off at once, and the train began to move. Anxious not to be carried on, she hurriedly jumped from the car and went down between the train and the platform. Fortunately Mr. Kyle, who was standing near, saw her danger, and, leaping to the spot, stooped down and held her close against the platform whilst the train passed, when it was found that, beyond some scratches on the chin and a great fright, no injury had been sustained. It should be somebody's duty to see that the platforms of the car are kept clear, but with passengers getting on and off at the same time, and others crowding out to stand there it is frequently quite a crush, and the only wonder is someone has not been seriously hurt.

28/04/1883 *Ottawa Free Press**Maniwaki*

Dr. Duhamel M.P.P., will shortly make a tour of the proposed line of railway between Hull and the Desert with a view of bringing to the attention of the municipalities interested the importance of strengthening the hands of the promoters of the scheme by granting bonuses that will enable them to show capitalists that they are really in earnest in the work they have undertaken - *Dispatch*. Also long report of a meeting at Chelsea.

06/05/1883 *Brockville Recorder**Brockville**Brockville loop*

It was expected at a meeting of town (Brockville) council this evening, a plan by Canadian Pacific Railway engineers who surveyed the proposed right of way to the river would be submitted. (Branchline).

10/05/1883 *Montreal Star**Ottawa, Waddington & New York*

The Ottawa, Waddington and New York

Ottawa May 9 - At a meeting of the directors of the Ottawa Waddington & New York Railway a statement was laid before them by the secretary, from which it appears that the negotiations were opened with a syndicate in London, England, in March last, and the charter, general Railway Act, the plan and profile of the railway from Ottawa to Morrisburg, tracings of the St. Lawrence railway bridge and of the Ottawa River railway and waggon bridge, were laid before the syndicate, together with the charter of the New York & Canada Bridge Company, authorized to bridge the St. Lawrence from Waddington across Ogden's Island to meet the bridge of the Ottawa and Waddington Company, and also a memo of the line, sixteen and a half miles long, from Waddington to Canton to connect with the New York system of railways, with estimates, specifications, etc. Five letters were read from London, the last of which was dated the 20th April, asking for an extension of the time, as the proposition made by the directors was only open to the first of May inst. In the last letter received from London counter propositions were made and questions asked by the syndicate to the following effect: 1st. Would the company sell the charter and, if so, for how much? 2nd. At what figure would they allow the bonds to be placed upon the market, or what would they accept? 3rd. Would the company give the contract for the whole road and bridges en block, including the Ottawa River railway and waggon bridge and the lines [sixteen and a half miles] from Waddington to Canton, say two large bridges and about sixty-two miles of railway? This letter was answered on Thursday last.

11/05/1883 *Almonte Gazette**Chalk River*

A SUDDEN STOP. - on Tuesday evening of last week the express for the north was brought to a standstill in a sudden and peculiar manner while between Pembroke and Mattawa, at a point where the road runs along the side of a hill. When the train was passing this point an immense stone, being loosed in some way from the position it had occupied for centuries, by the vibrations caused by the approaching train, rolled down the hill and, after smashing the cow catcher, brought the train to a stand. A large hole was dug beside the track, and the stone was rolled into it, the passengers and train hands uniting in the work; the train then proceeded on its way. No serious damage was done.

11/05/1883 *Almonte Gazette**Belleville*

The Ontario & Quebec Railway from Sharbot Lake to Perth is being pushed through as fast as possible. Hundreds of men are employed on the line. By the end of July trains will be running over it. A through passenger train from Kingston and Sharbot Lake to connect with the O. & Q.. Railway will be put on the K. & P. Railway.

11/05/1883 *Almonte Gazette**Chalk River*

T. & W. MURRAY vs. C. C. R- the decision of the Supreme Court at Ottawa in the case of T. & W. Murray and the Canada Central Railroad, now the Canada Pacific, for fencing the line between Pembroke and Renfrew, has at length been given in favor of the Messrs. Murray. The original amount sued for was in the neighborhood of \$12,000, but as it has passed through all the provincial courts, of course piling up large expenses on the way, it now amounts to nearly \$16,000, all of which will have to be paid by the railway company. The original amount of the contract, too, bears six per cent. interest since the time the fencing was completed, which will probably add over another \$3,000.

11/05/1883 *Ottawa Free Press**Belleville**Perth*

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

*14/05/1883 Ottawa Citizen*

*Buckingham*

*Buckingham*

An engineering party of the Ottawa Colonization Railway is now in the vicinity of Buckingham, engaged in locating the railway line on its first section.

*16/05/1883 Ottawa Citizen*

*Canada Atlantic*

*Elgin Street wood*

On Saturday last a sad accident occurred near the Canada Atlantic Railway station. A couple of men were engaged in sawing wood for the locomotives when, in some unaccountable way, the back of the hand of one of them, named Nathaniel Gammon, came in contact with the saw. ---.

*17/05/1883 Ottawa Free Press*

*Canada Atlantic*

From our own reporter.

South Indian May 17 - the increasing demand for accommodation for the transmission of freight on the Canada Atlantic Railway rendered it necessary for the managers to make larger provision to supply the wants of its list of merchants patrons in the city. The road has accordingly been graded at several points where formerly the inclination was steep. This will allow a much heavier train to be hauled over the line and a much larger amount of freight can be delivered in a shorter time. The larger amount of freight now carried by the line goes eastward, and the steepest grade situated about

HALF WAY TO COTEAU

has been reduced to 29 feet to the mile. Coming westwards towards the city, the grade is some 10 feet steeper, but the diminished amount of freight makes this unfelt. With a view to testing the improved working of the line, an unusually large freight train consisting of 7 box, 22 construction cars and one passenger car left the Elgin street station this morning. Among those on board were Messrs. D.C. Linsley, general manager; E.O. Winnie, general superintendent, W.H. Hibbard, General Agent and M. Donaldson, Mechanical Superintendent. Messrs. McNee, Winnipeg Free Press, Stafford, ?, Cooke, Mail, Maginnes, Citizen; Enright, Free Press; were the press representatives by kind invitation of Mr. Hibbard.

THE LOCOMOTIVE MANSFIELD

the most powerful on the road was attached, and the passenger car was rendered rather historic by the fact that it was the first car which ever ran over the road. A speed of twenty miles an hour was attained between Ottawa and Eastman's Springs, a portion of the grade being slightly downwards. South Indian, twenty-two miles from Ottawa was arrived sharply on time without a hitch, and here the express due in the city at 12.43 p.m. was passed.

Long continuation on May 18th.

Mansfield was built by Mason, a modification of the English Fairlie, 16x24 cylinders.

*17/05/1883 Ottawa Citizen*

*Ottawa City Passenger*

The switch on the street railway at Duke Street is in great need of repair. Yesterday one of the cars came off the track there, and in consequence came into collision with another car proceeding in the opposite direction. No damage was done to cars or passengers, though the latter had to alight before the cars could be got on the rails again.

*18/05/1883 Renfrew Mercury*

*Belleville*

*Perth*

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

*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.

Special trial train of heavy freight.

An enjoyable trip.

On the 30th of September last the first through train to Montreal via the Canada Atlantic Railway was made, and, satisfactory as that trip was considered, the contractors and managers have spent the interval in greatly improving the road in every respect. The main object of the line is primarily to effect a means of transit for the heavy timber shipments of the Ottawa lumberers, and in order to meet fully this desirable end the road and rolling stock must necessarily be of such a nature as to carry very heavy freight at a low rate. With the view of testing the capacities of the road in this respect the managers yesterday made up a

#### SPECIAL FREIGHT TRAIN

attached to which was a passenger car, in which, by the courtesy of the management, several reporters were accommodated. Messrs. D.C. Linsley, the contractor and manager; W.R. Hibbard, general agent; E.O. Winnie, general superintendent, and a few other gentlemen went down also with the train. The engine attached to the train was worthy of notice, being the

#### ONLY ONE OF THE KIND

in Canada, and having few sister engines in the States. It was constructed by Mr. Mason, of Taunton, Mass., the pioneer of locomotive manufacturing in this country, and is a modification of the celebrated English Fairlie engine. Its special features consist in its having six coupled driving wheels as an independent truck. The cylinders are 16x24, and the power of the engine, as will be seen by the weight of the load carried yesterday, is enormous.

Leaving Ottawa at 10 o'clock with some forty cars, mostly empty, the train went at a rapid pace until

#### EASTMAN'S SPRINGS

was reached. Here, while waiting for the uncoupling of empty cars and substitution of full ones, by the courtesy of Mr. Borbridge, the party was conducted to the celebrated fountain of mineral water from which the place takes its name. There are no less than seven distinct varieties of sulphurous and saline springs in the radius of a very few yards, all of them of valuable medicinal quality.

Mr. Borbridge hopes in a very short time to have the place fitted up for the reception of visitors, in which case so desirable a resort within such a short distance of the Capital cannot fail to be a success.

Having boarded the train again, a very short time sufficed to bring the train to

#### SOUTH INDIAN

which has been transformed by the fact of the road having a station there, from a waste of a wilderness to a thriving and growing little village. The same ceremony of hitching and unhitching having been gone through, the train proceeded to Casselmans, passing on the way over a stretch of road as straight as an arrow for some

#### TWENTY-TWO AND A HALF MILES

At Casselmans, while waiting for the inevitable changing, the time was most agreeably spent in discussing a most welcome and appetizing luncheon, after full justice being done to which the customary toasts were drunk with musical honours. In responding to his health, Mr. Linsley gave a most interesting account of the inception, construction and success of the road, By the time these little ceremonies were concluded the train had reached

#### ROXBORO GRAVEL PIT

the place whence the line drew all the gravel used in its construction. The gravel is of good quality and apparently inexhaustible, a depth of 32 feet finding the bed still as thick as ever.

The next station, Maxville, saw the last change made in the constitution of the train, a large number of heavily loaded timber trucks being taken on. The train now consisted of 45 cars, the equivalent to 10 tons each, though, in all probability, that is far below the actual weight. The car was measured and found to contain 9,000 feet of green pine lumber, weighing at least 36,000 lbs., or

#### EIGHTEEN TONS

Between Maxville and Kenyon is the highest point crossed by the line between Ottawa and St. Lawrence, and shortly after passing the little station the train rolled into:

#### ALEXANDRIA

where it waited an hour or so for the passing of the express for Ottawa. Advantage of the delay was taken to stroll through the pleasant little village, which will be the scene of the Unity Protestant Benefit Society's picnic on the 24th. Returning to the station, the train was again boarded, and Glen Robertson and St. Polycarpe passed quickly by. Between Alexandria and Glen Robertson occurs the most difficult portion of the line, the grades being both steep, long and uneven. However, the

#### GALLANT "MANSFIELD"

laid herself out in fine style for her work and carried the enormous train at a rapid rate over all difficulties. At St. Polycarpe the express from Ottawa coming up, the party left the freight train and embarked on the express, on which Coteau station was reached in a very few minutes, and there a plentiful and elegant

#### SUPPER

was provided. After partaking for a second time of the hospitality of the management, it was found that the freight train had arrived at its destination and the party sallied out to congratulate both managers and engineers on the

#### UNPRECEDENTED SUCCESS

of the trial trip. The passenger car being detached from it, a special engine was hitched on, and a rapid spin down to Ottawa finished a most enjoyable day's travelling.

The whole journey from Ottawa to Coteau showed the excellency of the road in every particular. The contractor claims that its alignment, grades, curves and ballasting is

#### SECOND TO NO LINE

in the country, and his claim is, apparently, a very just one. The thorough care displayed at every point, and the minute details of management everywhere evident give a high guarantee of the safety of the trains running on the road.

Although the party did not proceed beyond Coteau, the line is rapidly extending beyond the river. The total distance to be done is some 53 miles, of which about one-third is finished and in working order. Altogether, in a few months, the Canada Atlantic Railway will be completed, and will present a means of travel, in excellence of permanent way, in convenience of roadbed, in power of engines, and in general efficiency, equal to anything on the continent.

The highest grade on the line going westward is only 39 feet to the mile, going east only 29. The great bulk of traffic being eastward bound, the heavier grades will be easily ascended by the empty cars, and a speedy and cheap method of freight transit is provided for the Ottawa shippers, and one which cannot fail to largely increase our trade.

18/05/1883 *Almonte Gazette*

*Chalk River*

*Almonte*

DISTANCE SIGNALS. - Two semaphores, onenorth and the other south, are being erected on the line here. The fact that they have done without for so long, and no accident, proves the carefulness of all concerned.

25/05/1883 *Almonte Gazette*

*Chalk River*

*Almonte*

Mr. Baker, superintendent of the E. D.C. P. R., has written a letter to our mayor in which he says: " we shall, in all probability, put up a new station at Almonte this year, and I shall certainly take an opportunity of seeing you and the citizens of Almonte and consulting with them in regards to the location of the station before it is erected. "

25/05/1883 *Almonte Gazette* *Kingston (CN)* *Sharbot Lake*

Horton, a railroad navvy, took a fit on the track near Sharbot Lake and lay unconscious when the train came thundering along. It could not be stopped, but it was slowed and knocked the man off the track. His head was badly wounded, but the wonder is that he was not fatally crushed.

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.

28/05/1883 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The work of laying the branch line of the Canada Atlantic Railway from the station on Elgin street around the western end of the city too the Chaudiere is progressing with great rapidity, a large force being employed.

30/05/1883 *Ottawa Citizen* *Chaudiere* *Chaudiere*

The construction of the branch line of the Canada Atlantic Railway between Elgin Street and the Chaudiere piling grounds is being shoved rapidly ahead and a large force of men engaged on the work. It will be completed and opened for traffic at the earliest moment possible.

30/05/1883 *Ottawa Citizen* *Canada Atlantic*

CANADA ATLANTIC.

Annual Meeting of Shareholders Yesterday - Annual Report.

The annual meeting of the shareholders of the Canada Atlantic Railway took place at noon yesterday in the head offices of the company, Wellington street. The president, Mr. E. McGillivray, presented the following report which was adopted: -

To the Shareholders of the Canada Atlantic Railway Company:

GENTLEMEN. - at the last annual meeting of the shareholders your directors reported the completion of the railway from Coteau Landing to Casselman, a distance of fifty miles, and thirty miles from Ottawa, and that the railway was in operation carrying passengers and freight on the first of January, 1882.

Your directors have much pleasure to-day in reporting to you that the road was opened for traffic between Coteau Landing and the City of Ottawa on the first day of November last, thus completing the distance between these two points in nineteen months. In doing this, much credit is due to the energy and perseverance of the contractor, Mr. D.C. Linsley.

Your directors, in order to facilitate the traffic business of the road, have made satisfactory arrangements with the Grand Trunk Railway Company for a limited period for through passenger and freight traffic between Ottawa and Montreal, so that two express passenger trains leave Montreal and Ottawa each day, besides a local freight and passenger train each way every day in order to accommodate the local traffic and passenger travel along the line, and for a short time during the sitting of Parliament a night train had to be placed on the road in order to accommodate the wants of the public, and that satisfactory arrangements have been made with the Postmaster-General for through mails each way as well as the local delivery of the mails at the different stations of the railway.

Your directors have much pleasure in stating that since the road has commenced running to Ottawa several villages have sprung up along the line, besides which six steam mills for sawing lumber are now in operation which will be of great assistance to the traffic of the railway, besides in the country along the line the population is increasing rapidly. Your directors in this report are unable to give you a comparative statement of the earnings of the road compared with last year, as only a portion of the road was in operation up to the first of November last, nevertheless it is gratifying to state to you today that the freight and passenger traffic on the road has exceeded your directors most sanguine expectations, although the severe and unprecedented storms last winter somewhat interfered with the running of trains for a short time, yet with very few exceptions both freight and passenger trains arrived at their destination with great regularity.

Your directors have lately traveled over the road and have much pleasure in stating that they have found the road in first-class order, and the gravel used for ballasting is found to be of superior quality, besides the road being laid with superior steel rails and the running time from Ottawa to Montreal is made with great ease in three hours and three quarters. When we couple with this the report of the Government and company's chief engineers, both showing that the bridges and culverts have been thoroughly tested to their satisfaction, and that the road is in first-class condition it must be satisfactory to you and will give increased confidence to the public who have to travel over the road.

Your directors have also to report that the eastern end of the line south of the St. Lawrence to the province line is making fair progress. About twenty miles will be ready for the rails at a very early date, and that portion between Elgin street station and the lumber district at the Chaudiere is expected to be completed about the middle of August next.

Your directors, in conclusion, feel quite sanguine as to the future prospects of the railway, judging from the past earnings, that it will prove a most profitable investment to the shareholders when the connections are made across the St. Lawrence, and the necessary docks and elevators are built at Valleyfield to receive freight from steamers and sailing vessels from Ontario and the Western States, will be of immense benefit to the revenue of the railway, which will be the cheapest and shortest point that western produce can be shipped to the American markets. When once on board the cars at Valleyfield it will not take over twenty-four hours to reach New York or Boston, and when we consider the immense quantity of lumber cut at Ottawa and its immediate vicinity, amounting annually to three hundred and fifty millions, this of itself must give a large business to our road, it being the shortest rail route from Ottawa to the American lumber markets.

All which is respectfully submitted,

E. MCGILLIVRAY,

President.

A.W. Fleck.

Secretary-Treasurer.

Ottawa, 29th May, 1883.

Other routine business was transacted and the meeting adjourned.

30/05/1883 *Brockville Recorder* *Kingston (CN)* *Brockville*

Various stories have been told of dogs stealing rides upon (railway) cars. This morning, Conductor Murray and his brakeman experienced a case of this nature on their trip from Belleville eastward. A small dog was found lying on the truck under a car. The little cur, when the train came to a stop, would jump from its perch, but refused to be caught. When the train was ready to start, it took its place until reaching Kingston, when it jumped off and made its way as fast as it could run towards the city where its home no doubt was. How the dog managed to find such a location for its : journey is not known, and although every device was tried to secure it, and place it in the conductor's vans all means tried failed to secure this object. (Branchline).

01/06/1883 *Ottawa Free Press* *Belleville* *Perth*

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

02/06/1883

Ottawa Citizen

Canada Atlantic

Elgin Street

The Canada Atlantic Railway Company are making extensive additions to their station buildings on Elgin Street. One hundred and fifty feet will be added to the main freight shed and a building for the storage of eggs for transportation and an office for the customs officer are in course of erection.

07/06/1883

The Equity, Bryson

Pontiac Pacific Junction

RAILWAY TIES

For two or three days this week a quantity of timber intended for railway ties came floating down the river past this village, and as there were no marks upon it to indicate that it belonged to anyone in particular, the members of "Bryson Flood wood Association" (not limited) - who always have a sharp eye to business - speedily secured a lot of it to shore. On enquiry, however, it was ascertained that the timber had been set afloat at Lapass for some individual who had made it for the P.P.J. Railway, and was trusting the current for its safe delivery at the Scheneaux boom; from whence he would take it to the required point on the line. When this became known, and not wishing to impede the progress of our railway in any manner, the "Association" at once set the ties adrift, in order that they might reach their destination in time to be used in the "first laying" by the contractors. Yet it is possible, as far as gathering driftwood is concerned, the virtue of honesty may exclusively belong to the Bryson "association" and if this notice should come under the eye of our enterprising, but in an measure too confiding tie manufacturer, we would advise him to watch his interests more closely and have his material marked, otherwise he will awake to the painful reality of its having mysteriously disappeared.

OUR RAILWAY

We people of Pontiac have been hitherto sadly deceived in railway matters, and now we find ourselves in the month of June and no work going on. Only a short time ago we were told that the money was raised and that the work would be pushed vigorously to completion. Now we are told that the contractor failed in floating a loan in England. The latter report, we fear, is only too true. Since writing the above rumors from the lower end of the county, that work on the Pontiac railway is to be resumed immediately, were floating around here. The approaching county council meeting is, perhaps, the cause of these rumors. In the meantime, the council will act wisely in deferring the levying of the railway rate for at least another three months.

08/06/1883

Ottawa Free Press

Maniwaki

It is said the work of construction on the Gatineau Valley Railway will begin in about ten days.

08/06/1883

Brockville Recorder

Kingston (CN)

Brockville

Sixteen full car loads of emigrants passed through here yesterday going west, while a large number destined for points out north got off here. The latter party took possession of the second class waiting room at the depot and remained there until this morning? sleeping last night on the floor and benches. The room presented a curious sight during its occupancy. The poor creatures being huddled in like sheep and lying about the floor in groups. They were principally German. (Branchline).

12/06/1883

Brockville Recorder

Kingston (CN)

Brockville

About 25 Italians came across the river at noon today and went west this afternoon. They have been engaged as laborers on some of the Kingston and Pembroke railway contracts near Sharbot Lake. (Branchline).

15/06/1883

Renfrew Mercury

Chaudiere

Recently, when working on the Canada Atlantic Railway cut through Mount Sherwood, a horse suddenly sank in the bed of the road. The animal floundered about, but got lower with every effort he made, and a dozen men with planks and a span of horses had all they could do to save him. The horse had got into a quicksand, of which there are several in the cutting immediately between solid rocks.

15/06/1883

Renfrew Mercury

Chalk River

Renfrew

A semaphore to be operated from the station for signalling the engine drivers has been erected at the railway crossing on Argyle street.

15/06/1883

Almonte Gazette

Kingston (CP)

Verona

Thomas Healey, brakesman on the Kingston and Pembroke Railway, lost six inches of his scalp while coupling cars at Verona recently, but will recover.

15/06/1883

Almonte Gazette

Carleton Place

HORRIBLE ACCIDENT ON THE CPR- on Wednesday of last week as a freight train was proceeding to Ottawa from Bell's Corners the engine driver saw a horse and wagon with a man sitting in it upon the crossing which the train was approaching, and he loudly sounded the warning note, but the man took no heed. To call for the brakes and reverse the engine was but the work of a moment, but it was in vain. On swept the engine, and in a few moments only the scattered fragments of man, beast and wagon remained. The man was found to be a farmer of the neighborhood named Cowick, aged 28 years, and unmarried. He was under the influence of liquor when he met his fearful death, which was no doubt instantaneous, both legs being severed from the body, which with the head, was also badly mangled. Passengers by the mixed train the following morning reported that when they passed the body had not been interfered with, and the sight was sickening. An inquest was not considered necessary.

21/06/1883

The Equity, Bryson

Maniwaki

The Gatineau Valley Railway has been given to Messrs. Large & Co. and the subcontractors for the construction are three Norwich, Ontario, men - Messrs. Donald, Jones and Bray. Mr. Ryan of Perth is their surety and the price is said to be \$16,000 per mile. Thirty miles are to be completed this year, the rails for which are ordered by Messrs. Cox and Green of Montreal.

22/06/1883

Almonte Gazette

Chalk River

Almonte

A train loaded with timber passed southward through here about noon on Sunday last, and a loaded freight train went north the same evening. The "sabbath-train" wedge is being driven in very rapidly. If there is a legal way of stopping these trains from running it should be done at once.

22/06/1883

Almonte Gazette

Maniwaki

A contract has been given out to build the Gatineau railway from Ottawa for seventy miles up through the district where the phosphate mines are situated, the cost is estimated at \$16,000 per mile.

22/06/1883

Almonte Gazette

Chalk River

Walsh's Pit

NEARLY A FATALITY. - A striking proof of the dangers to which railway men are continually exposed was afforded on Thursday of last week on the CPR. On that day the regular ballast train was in the siding leading to the gravel pit known as Walsh's, near Smith's Falls, and the switch admitting to which should have been closed by the switchman, but was left open. No. 47, a through freight on its way south, came along at a good speed, when the driver discovered that the switch would run him into the gravel train, of which his brother-in-law was driver. Eldridge, driver of the freight, at once shut off steam, and reversed his engine, having first called for brakes, and then jumped from the engine, fracturing his left leg below the knee, and causing the bone to protrude several inches, making a large flesh wound. The fireman escaped unheard. The trains came together, and a general smash-up resulted, the loss to the company being in the neighborhood of \$15,000 or \$16,000. The curve at the place prevented either party from seeing the other train and it is fortunate no lives were lost.

22/06/1883 *Almonte Gazette* *Belleville*

The Ontario & Quebec R.R. is expected to be open to Sharbot Lake and in connection with the K & P. R.RR. in a month hence. Perth will probably celebrate the day by a Civic holiday and an excursion.

23/06/1883 *Ottawa Citizen* *Kingston (CN)* *Brockville*

The GTR express going west met with a serious accident at the semaphore just west of the Augusta Road. It seems that after the engine had passed the rather sharp curve the track spread and a number of cars were thrown from the rails. The tender went off and the express car pitched down the embankment on the north side and was smashed. The express messenger, whose name is Edward Allen, had just turned the lock of the safe as the accident happened and fortunately escaped any injury. His cap was taken off and laid on one of the trunks, his head narrowly escaped being crushed, being protected from the roof of the car by a big trunk to the presence of which he undoubtedly owes his life. The second car, containing baggage, had the trucks broken from under it. It struck the express car and knocked the end off from it and dashed into the field nearly at right angles to the first. A baggage man named Baggarette and a brakeman were in the car at the time and both escaped with slight injuries. Bagarette had a number of trunks piled on him, but was only slightly bruised about the chest. The two cars were pitched into the field, the expresse turning end for end, the baggage car over the end of it, and landing at right angles to the track. The post office car went off on the south side and ran into the bank which rises about 4 feet there and turned more than half way over. The mail clerk was not hurt, and to beyond some scratches on the side of the car it escaped pretty well. The next was a first-class carriage, and it was tipped partly over to the south side. The car following it also left the track. The Pullman only left the track but was not injured, and the dining car did not leave the rails. The only passengers who complained of being hurt was an old lady named Jane Friar, who belongs to Delta. Her injuries were chiefly from the shock and consequent fright. Dr. Moore, one of the company's surgeons, hastened to the scene of the accident and did what was required and ascertaining the injuries of those injured. A train was immediately dispatched from Brockville to the scene of the accident, and the passengers were brought to the station. The work of clearing the track then begun and vigorously carried on under the direction of Messrs. Robb, McGovern and Minnish. The almost miraculous escape of the passengers and the train hands was undoubtedly due to the Westinghouse air brake and to the great strength of the cars.

23/06/1883 *Brockville Recorder* *Kingston (CN)* *Brockville*

An unusual press of matter upon our columns yesterday prevented the announcement of an accident in the Grand Trunk which, although not productive of loss of life, was nevertheless one of the most appalling nature. Workers putting in new ties just a few rods from the North Augusta Road crossing had not spiked two rail lengths when the western bound express was due. Just east of the point indicated the road takes a strong curve and this prevented the express from being flagged down. The men had barely time to leap to safety when the engine glided over the spot in safety but the tender, the express, baggage, two second class, two first class, the Pullman and one end of the dining car left the rails. William Guyotte, the baggageman, was somewhat crushed by a heavy trunk but was not dangerously injured. Edward Alien, express messenger, crawled out of a small mound of debris, almost scathless. One old lady passenger was somewhat shaken up but this constituted the list of injuries. (Branchline).

24/06/1883 *Brockville Recorder* *Kingston (CN)* *Lyn*

Mr. McGovern of the G.T.R. requires forty men at once on the double track on the G.T.R. to whom \$1.35 per day will be paid and also required forty men to work at the Lyn ballast pit to fill cars. Steady work will be given from Monday next till 1st November.

28/06/1883 *The Equity, Bryson* *New York Central*

L.M. Shute, representing a number of American Capitalists, has closed the contracts for the construction of the Ontario Pacific Railway and made arrangements to float the bonds amounting to \$12,000,000. Work will begin at once on this important line, and trains will be running over part of this valuable road by October 1st, 1883.

28/06/1883 *The Equity, Bryson* *Pontiac Pacific Junction* *Aylmer*

In Aylmer - on Wednesday evening last, says The Times, a meeting of the Aylmer creditors of Mr. Perrault, the sub-contractor on the P.P.J. Railway, was called together by Mr. Armstrong, the contractor. Mr. Armstrong told them that the difficulty between himself and Mr. Perrault had not been settled and was not likely to be as Mr. Perrault was not willing to settle in any way. His lawyers were urging him to put the matter into the courts. He also said that as soon as the matter could be arranged he would do so; as for the debts contracted by Mr. Perrault he was not responsible but those contacted by his order should be paid immediately. He left the creditors in about the same position as they previously were. Great dissatisfaction is felt among them at the way they are being treated. He did not say when the work could be resumed, but it is expected to commence not later than the 1st of July.

29/06/1883 *Almonte Gazette* *Winchester*

ATLANTIC & NORTHWESTERN R.R. - we learned that the survey of this road, connecting Smith's Falls and Montreal direct, has been completed, and it is possible the building of the road may go on this season. Practically this road is a continuation of the Ontario & Quebec road eastward, and being an air-line, brings Perth to almost the shortest possible distance from Montreal. At Smith's Falls the station will be about half a mile north of the present one which may be removed to meet the new road unless the road now surveyed is changed. By this line the distance between Perth and Montreal will be 130 miles. - Courier

29/06/1883 *Renfrew Mercury* *New York Central*

Dr. Bergin, M.P. for Cornwall, was in Ottawa last week in connection with the Ontario & Pacific Railway project, for which a charter was granted last session. On Wednesday he met some American capitalists, and, it is said, arranged a basis on which they are to undertake the construction of the work and purchase the bonus of the Company. The line will run from Cornwall to Sault Ste. Marie via Ottawa, Arnprior, Eganville and the valley of the Bonnechere and, when completed, will shorten the distance to New York via Montreal 149 miles and via Brockville 84 miles.

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.

12/07/1883 *Ottawa Citizen* *Chaudiere* *Chaudiere*

Rapid progress is being made with the extension of the Canada Atlantic Railway to the Richmond Road. A large number of men are now employed in grading the road near Martin's Mill.

12/07/1883 *Kingston Daily British Whi* *Havelock* *Sharbot Lake*

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

12/07/1883 *Kingston Daily British Whi* *Belleville*

General Items

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

**16/07/1883**    *Ottawa Free Press*                      *Carleton Place*                      *Carleton Place*

Mr. Burgess, C.P.R. restaurateur, has had a neat electric bell in the shape of a horse shoe placed over the entrance to his restaurant at Carleton Place Junction, and a similar one will be placed over the entrance to the Union Station restaurant. The bell rings from the time the train arrives until it departs.

**17/07/1883**    *Ottawa Free Press*                      *Chaudiere*                      *Chaudiere*

The Chaudiere Extension of the Canada Atlantic Railway is being pushed rapidly forward. Yesterday they arranged for taking two lots from Mr. Dalglish, next his match factory on the Richmond Road. The line will pass just alongside the factory, but not touch it.

**19/07/1883**    *The Equity, Bryson*                      *Pontiac Pacific Junction*

Ties for the Pontiac Railway are still being made in Onslow.

**19/07/1883**    *The Equity, Bryson*                      *New York Central*

The Ontario Pacific Railway Company intend asking Ottawa for a bonus of \$50,000 out of consideration of their deflecting their line so as to run in close proximity with the city.

**20/07/1883**    *Almonte Gazette*                      *Chalk River*                      *Carleton Place*

ACCIDENT AND AMPUTATION. - On Tuesday evening last Mr. William Switzer, car checker for the C.P.R., attempted to get on the pilot engine in the yard at C. Place junction while it was in motion, but slipped, and a flat car caught him and dragged him to the ground. His arm was crushed to such an extent that it had to be amputated.

**21/07/1883**    *Ottawa Free Press*                      *Maniwaki*

Mr. Sypher of Philadelphia, representing American capitalists in the Gatineau Valley Railway, is completing arrangements for the letting of the contract for the construction of the road to Messrs. Bray, MacDonald and Jones. The contract price is about \$1,400 [sic] per mile.

**26/07/1883**    *Ottawa Free Press*                      *Canada Atlantic*

Description of a journey over the line, country etc.

**26/07/1883**    *The Equity, Bryson*                      *Maniwaki*

Mr. Sypher, of Philadelphia, representing American capitalists who are interested in the Gatineau Valley Railway, has arrived in Ottawa to complete the letting of the contract for the construction of the road to Messrs. Bray, MacDonald and Jones. Tenders for the construction of the Ottawa Colonization Railway will also be called for shortly. The contract price for the Gatineau Road is about \$14,000 per mile, or over \$2,000 more than Mr. Vernon Smith's estimate. The contractors are backed by Mr. Hugh Ryan of Perth.

**27/07/1883**    *Renfrew Mercury*                      *Belleville*                      *Perth car shop*

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

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

**30/07/1883**    *Ottawa Free Press*                      *Pontiac Pacific Junction*

The Pontiac Railway enterprise is just now at a very low ebb. The Pembroke Observer says "work on the line has long since ceased, and the managers, doing nothing for its resuscitation. Such a state of affairs is most unfortunate for this section. The construction of the road would not fail to prove a great public benefit, and everybody hereabouts deplores the delay. We understand there is just now a deadlock among the management as to the future conduct of the road. It is said that the minority on the Board are willing to risk a little and go on, but they are unable to do anything, because of the timorous opposition of the adverse majority."

**02/08/1883**    *Ottawa Free Press*                      *Chalk River*                      *Carleton Place*

Mr. Pittaway, of Pittaway & Jarvis photographers, left this morning for Carleton Place to photograph a locomotive which has just been repaired in the workshops there.

**02/08/1883**    *Ottawa Free Press*                      *Canada Atlantic*                      *locomotive*

Engine No. 4 of the Canada Atlantic Railway is having new leading and trailing driving wheels put in. The wheels are 5 foot 6 inches in diameter and no doubt will be a great advantage to the engine, the former ones being 5 feet 2 inches.

**03/08/1883**    *Almonte Gazette*                      *Kingston (CP)*

On the occasion of the Ontario and Quebec Railway to Sharbotlake, the K. & P. Railway will run a special train from Kingston to Perth with invited guests who will be entertained by the Perth Council.

**10/08/1883**    *Ottawa Free Press*                      *Ottawa City Passenger*

Mr. Anderson of the Street Railway Company, is the inventor of a portable track for use when the railway is under repair. It seems to be an excellent idea, its chief feature being that it will dispense entirely with night work. Mr. Anderson intends to apply for a patent.

**10/08/1883**    *Renfrew Mercury*                      *Belleville*                      *Perth*

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

**10/08/1883**    *Almonte Gazette*                      *Belleville*                      *Perth*

The Perth Town Council granted \$250 to aid in celebrating the opening of the O. & Q. R. R. through their town.

14/08/1883

Ottawa Free Press

Chaudiere

Chaudiere

A Free Press reporter went over the Western extension of the Canada Atlantic Railway yesterday, and found that the new line will be completed in two or three days. The work of construction is being rapidly pushed forward by the contractors, Messrs. Brown & Wilkes, who have a large number of men employed. After leaving Elgin street station, the road strikes due west, running through the property of McLeod Stewart, where there is an earth cutting of about three hundred yards. Then it strikes the level again and continues on to Mount Sherwood, where a very extensive rock cutting met the eye of the reporter. The cutting is about sixteen feet deep, the length of which can be determined from the fact that there are two overhead bridges built across the cutting, the first one crossing the cutting at the foot of Sherwood street, and is one hundred and six feet across. The other bridge crosses the cutting at Bell street, and is sixty-four feet in length. The bridges are very substantial and were built by Mr. William Palen, who has the contract for all the wood work connected with the extension. The work of laying the track was done by Mr. Logan, under the supervision of Mr. G.W. Lampman, chief engineer. After leaving the last named bridge the road proceeds and crosses the main road which leads to Rochesterville where strong iron bridges have been built. The structure is worthy of attention, the plating and riveting being the work of experienced hands. On leaving this point there is a filling of about three hundred yards of an average depth of sixteen feet. The road then proceeds to Rochesterville passing within three hundred feet of the Dam. The land along the line up to this point is well cultivated and well inhabited. There will be two more overhead bridges built, the lumber and material being now on the ground. The road has been surveyed to the lumber yards on the Chaudiere where the company are putting in side tracks for the accommodation of lumber dealers. There will also be a siding put in on the west side of Preston street, where a shunting engine will be kept for the purpose of taking the loaded cars to the yard at Elgin street, where the regular trains will be made up. Mr. Winnie, the General Passenger and Freight Agent, informed this reporter that a lumber train would be put on this week. The extension will be of great advantage to the public as well as the company. On the ultimate completion of the extension there will be two more regular trains put on the road, in order to have no delay in forwarding the lumber and other freight. The surveyors were engaged on Queen street, Chaudiere today, and negotiations are in progress for the purchase of the residence of Dr. Malloch, on the Richmond road, near the St. L. & O. Railway crossing. It is proposed to have the C.A.R. extension cross the Richmond road at the residence mentioned.

14/08/1883

Ottawa Free Press

Canada Atlantic

locomotive

No. 2 engine, which took the special passenger train over the Canada Atlantic Railway on Saturday made a very fast run, covering the 78 miles in one hour and forty-eight minutes, stopping twice on the road for water and running slow through all the station yards. Mr. Panghar, the engineer, says he could have made the distance quicker, but it was not necessary. The cylinder of the engine is only 15x22, while the driving wheels are only 5 feet in diameter. This speaks well for the road which must be well graded and ballasted.

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.

17/08/1883

Brockville Recorder

Brockville

Brockville

Yesterday afternoon some evil disposed boys clambered to the top of a car comprising part of a CPR freight train, which stood on the siding north of the junction, and loosened the brakes. In consequence, the whole train was started down the grade and ran over the switch, nearly telescoping the operator's office at the freight shed and causing a delay of several minutes to the incoming express.

18/08/1883

Brockville Recorder

Kingston (CN)

Brockville

Don't fail to take in the cheap excursion, via Grand Trunk Railway to Toronto and Niagara Falls on the 21st. The fare from Brockville to Toronto and back is only \$3.75: to the Falls and back, \$4.75. Passengers have their choice of routes from Toronto, either the popular GWR diversion to Hamilton and Falls, or the magnificent floating palace Chicora across, the lake. This is the cheapest and best excursion of the season. G.T. Fulford will supply tickets and information.

23/08/1883

The Equity, Bryson

Pontiac Pacific Junction

Bissets Creek

Terrible Fatal Accident.

Near Bissets Creek on Wednesday last, while the ballast train was drawing logs for the repair of the road, an accident which may result fatally occurred. It appears that the conductor of the train, Mr. James Mulvahill was seated on the tender, when the side stakes of the car behind him gave way and one of the logs fell to the ground. The forward end of the log struck the ground first, and the rapid motion of the train caused it to upend, and it fell upon Mr. Mulvahill inflicting a terrible wound in the right leg immediately above the knee and also lacerating the fingers of the right hand. The shock, of course, knocked him off the train, where he lay until some few minutes afterwards on the other train hands looking out to see if any more logs were loose or flying. He was conveyed as promptly as possible to town, there the injured limb and fingers were amputated at the Pembroke Hospital by Drs. Dickson and Irwin. Faint hopes are entertained of his recovery, as it is feared he is also injured internally. Mulvahill comes from Prescott where his mother and sister reside. He comes of a most unfortunate family, as it is said his father was killed in a railway smash-up, and his brother, a conductor on the old St. Lawrence & Ottawa Railway, broke his neck by falling off a train. Later: the unfortunate young man died at 9:30 Friday morning last.

23/08/1883

The Equity, Bryson

Maniwaki

The work on the Gatineau Valley will be in full blast about the latter end of next week. The contractors are getting their plant together and by that time will be ready to commence operations with a large force of men.

23/08/1883

Ottawa Citizen

Canada Atlantic

Canada Atlantic

The afternoon express of the above railway ran the distance from Montreal to Ottawa this afternoon in the remarkable short time of two hours and twenty-eight minutes. General Manager Linsley was on board from Alexandria to this city. The road is in first class condition and the time in which the fast express trains each way are now run under the new arrangement is the fastest made by any railway on this continent, with the exception of the lightning express between New York and Philadelphia on the Pennsylvania Railway.

24/08/1883

Almonte Gazette

Chalk River

Almonte

A NEW STATION.- on Wednesday last the general superintendent of the Eastern Division CPR, Archer Baker, Esq., Mr. C. W. Spencer, assistant superintendent, Mr. Smellie, head engineer, and a number of other officials, including Messrs. Woodward and Macpherson, visited Almonte with a view to locate the new railway station. After an exhaustive survey of the whole property, we understand it was decided to erect the new station on the site of the present one, but bringing the front of the building out to the edge of the present platform, which will necessitate the removal of the present inner switch to the other side, so that all passenger trains will arrive and depart from what is now the main line. The placing of another track on the offside from the station will necessitate the removal of the granary so recently built by Mr. Robertson, which will be moved up towards Carleton Place, and in a line with the new freight shed, which will be built up near the Baptist church, and from its location will do away with a very great deal of what has been such a constant source of complaint, the constant blocking of Bridge street, and which will then be reduced to a minimum. We learned that operations will be begun in the course of a couple of weeks, and no doubt when completed the town will have a station more in accordance with its requirements and more creditable to the company - a consummation that has long been devoutly desired and needed..

**24/08/1883 Renfrew Mercury Belleville**

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

**24/08/1883 Almonte Gazette Havelock Sharbot Lake**

Workman are laying the rails on the Ontario and Quebec Railway across the narrows at Sharbot Lake and alongside the Kingston and Pembroke railway. Ballasting will proceed as rapidly as possible, and there is every probability that by September 1st passenger passenger trains can be run over the route.

**24/08/1883 Almonte Gazette Chalk River**

ANOTHER C.P.R. CONDUCTOR KILLED-. From the Pembroke Observer we learn the particulars of a fatal accident on the C.P.R., which occurred near Bissetts Creek on Wednesday of last week. The ballast train was drawing logs for the repair of the road, and the conductor, Mr James Malvahill, was seated on the tender, when the side stakes of the car behind him gave way and one of the logs fell to the ground. The forward end of the log struck the ground first, and the rapid motion of the train caused it to up-end, and it fell upon Malvahill, inflicting a fearful wound in the right leg immediately above the knee, and lacerating the fingers of his right hand. The shock, of course, knocked him off the train, where he lay until discovered some few minutes afterwards, on the other train hands looking out to see if any more logs were loose or flying. He was conveyed as promptly as possible to Pembroke, where the injured limb and fingers were amputated at the hospital, and every attention paid to him, but he died on Friday morning. Malvahill came from Prescott, where his mother and sister reside. He comes of a most unfortunate family, as it is said his father was killed in a railway smash - up, and his brother, a conductor on the old St. Lawrence & Ottawa railway, broke his neck by falling off a train.

**24/08/1883 Ottawa Free Press Carleton Place Chaudiere**

The C.P.R. roundhouse at the Union Station is fast nearing completion.

**24/08/1883 Almonte Gazette Kingston (CP)**

The work of laying the track on the eight miles of the K. & P. R.R. extension will be commenced in a week the distance will be covered in two months. The line will not reach Renfrew until 1885, owing to the engineering difficulties to be surmounted.

**28/08/1883 Ottawa Free Press Canada Atlantic**

Two magnificent first class cars have been added to the C.A.R. rolling stock.

**28/08/1883 Ottawa Free Press Maniwaki**

A Free Press Reporter visited the works.

**30/08/1883 The Equity, Bryson Maniwaki**

Railway ties are being brought down the Gatineau river and shipped east in large quantities. The region has an almost inexhaustible supply of timber suitable for ties.

**30/08/1883 Kingston Daily British Whi Belleville**

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

**31/08/1883 Almonte Gazette Chalk River Pembroke**

SAD ACCIDENT. - Mr. W. F. Peden, one of the Pembroke cricketers, works in the C.P.R. yard in that town, and when he left on Wednesday to come to Almonte his nephew, Mr Fred. Ruid, took his place in the yard. When the excursion train reached Pakenham Mr Peden got a telegram to go back at once, as his nephew had met with an accident. It seems Ruid had been working around the switch, shunting cars, and got his foot caught in the "wing-rail," from which he could not free himself before the car came along and went over him, cutting off his right leg above the knee. A telegram from Pembroke this morning conveys the sad news that the doctors have no hope of the unfortunate young man's recovery.

**31/08/1883 Almonte Gazette Belleville**

In a few days passengers will be carried from Kingston to Ottawa via Kingston and Pembroke and Ontario and Quebec railways, and a large excursion party from Kingston will make the first trip.

**06/09/1883 The Equity, Bryson Pontiac Pacific Junction**

Is it true that the Pontiac Pacific Railway company were offered \$100,000 for their charter and wanted \$200,000, as is currently reported?

Is it true that the President of the Pontiac Pacific Junction Railway Company sent a boy to England on a man's errand, and that he stopped at Father Point or New York?

**06/09/1883 The Equity, Bryson Pontiac Pacific Junction**

Our Railway What's the Matter with It? Long editorial.

- By-law \$100,000 bond issue rejected by ratepayers.

- No definition of route or where it would cross the Ottawa river.

- Not one mile of road constructed in the county, the route defined for some five or six miles through the lower end, work at a stand still.

- At a meeting of council in June, Armstrong said work of construction would be resumed three weeks from that date - here we are in September and not a shovelful of earth has been raised by the company.

- Either get on with the work or relinquish the charter.

A Free Press reporter visited the Gatineau Valley Railway works yesterday for the purpose of ascertaining what progress has been made since work was begun a week ago, and other matters connected with the new enterprise. From present indications the road will be completed before the stipulated time. The section from Hull to beyond Chelsea will be ready for rails by December, and all through the winter will be pushed on as vigorously as can be. So far the works are confined to the Hall Farm, (on which are situated the offices of the company), the Church and the Brighton properties but in a few days gangs of men will be sent to Ironsides and Chelsea. Even now eighty men and about twelve teams of horses are at work on the Hull section. The contractors are constantly reinforcing their gangs, which are composed chiefly of Italians and Swedes. These aliens, it must be remarked, are the very best workers and give entire satisfaction to their employers in every case, but they will not bear tampering with, and though quite inoffensive are, at the same time, very resentful. They dig and delve untiringly and seem to give no thought to personal comfort or delights of any kind. A strange characteristic of the Italian is his distrust of any other nationalities. This he carries to such a degree that he will not board in the same house with others than his own countrymen. This rule is carried out inevitably, and every Italian is the purchaser of his own supplies. The contractors think the country so far easy working, and anticipate little trouble in breaking and opening it up. As indicated in these columns before the contractors, who have engaged to build the entire line are carrying out their work in the most systematic and business like manner. Their experience in railroading is extensive and varied, so varied indeed that their operations have not been confined to any one section of the continent. Mr. MacDonnell [sic] has been engaged in railroading in New York, Wisconsin and other States of the Union, and has had large contracts on the C.P.R. and the Ontario and Quebec. Mr. Bray is an engineer of fourteen year's standing, who has seen work in Mexico and on the Canada Southern, Hamilton and North Western, Credit Valley, Detroit, Marquette and Mackinac, Ontario and Quebec and other roads, as a survey and construction engineer. When completed it will be a good, substantial, though cheaply constructed road. Of course the needs of the country it is intended to open up do not demand just yet a first class line, sumptuously fitted out and well equipped as to its rolling stock. But this will be something better than the ordinary colonization road.

07/09/1883 *Almonte Gazette* *Kingston (CP)* *Westport*

The Kingston & Pembroke railway has accepted the offer of the people of Westport for a bonus of \$35,000 for the construction of a branch line to that place.

07/09/1883 *Almonte Gazette* *Chalk River* *Almonte*

Mr. T.W. McDermot intends erecting a large grain warehouse and coal shed on the C.P.R. siding at the depot here this fall.

07/09/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

It is said that there is to be a new Railway station at Renfrew, as well as at Almonte; but it has been talked of for so long, that some people will not believe that there will be a more conveniently situated station here until they see it. Some changes have, however, already taken place. A new siding, which is to be 1200 feet long, is being laid between the old siding and the passenger station and freight shed, which is to be moved further back; the platform in front of the freight shed is being taken down and the remnant of the long shed which was put up by Mr. Halpenny has been leveled to the ground.

Also in *The Equity, Bryson*, September 13.

07/09/1883 *Renfrew Mercury* *Chalk River* *Almonte*

Archer Baker Esq., General Superintendent of the Eastern Division, C.P.R., and a number of other officials lately visited Almonte with a view to locate the new railway station. After an exhaustive survey of the whole property, it was decided to erect the new station on the site of the present one, but bringing the front of the building out to the edge of the present platform, which will necessitate the removal of the present inner switch to the other side, so that all passenger trains will arrive and depart from what is now the main line.

13/09/1883 *The Equity, Bryson* *Chalk River* *Renfrew*

It is said that there is to be a new railway station at Renfrew as well as Almonte; but it has been talked of so long, that some people will not believe that there will ever be a conveniently situated station here until they see it. Some changes have, however, already taken place. The new siding which is to be 1200 feet long, is being laid between the old siding and the passenger station and freight shed, which is to be moved back; the platform in front of the freight department is being torn down; and the remnant of the long shed which was put up by Mr. Halpenny has been levelled to the ground.

13/09/1883 *The Equity, Bryson* *Pontiac Pacific Junction*

Mr. Church and the Railway - long editorial commenting on last weeks editorial. Derogatory comments about Mr. Church.

14/09/1883 *Almonte Gazette* *Havelock* *Sharbot Lake*

On Tuesday last connection was made at Sharbot Lake between the O. & Q. Railway and the K. & P. Railway. It is rumoured that the Canadian Pacific Co. have leased the K. & P. Railway for 99 years, now that the Ontario & Quebec Railway is open to Perth. If this be so Kingston will have direct competition with the G.T.R. both east and west.

14/09/1883 *Almonte Gazette* *Kingston (CP)* *Sharbot Lake*

HOW HE LOST HIS ARM - William Hawley of Sharbot Lake, got drunk and lay down on the railway track to sleep. A train came along and cut off his arm, but he slept on unconscious of his loss, until morning when he awoke, and feeling an itching sensation in his hand, tried to scratch it and found it was gone. He walked two miles to his home and sent his boy for the arm. Fatal results are feared.

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?

15/09/1883 *Ottawa Free Press* *Ottawa City Passenger*

Last evening at about half past seven as one of the street cars was crossing the Sappers bridge, the horses were compelled to halt owing to the heavy load. The driver cruelly urged the horses along and one of them fell. A gentleman, who was standing close by, went to the driver and made him lighten up the car.

20/09/1883 *Ottawa Free Press* *Canada Atlantic* *Casselman*

The C.A.R. have moved into the new station at Casselman.

20/09/1883 *Ottawa Free Press* *Ottawa City Passenger*

Yesterday a very amusing scene occurred on a street car, the principal features being an infuriated woman, an umbrella, and a good natured husband of vast proportions. The pair first attracted attention on Metcalfe street, when they were going towards the street car, the fair creature dealing her better half a dozen whacks over the head with her umbrella. He walked on apparently not heeding her, and boarded the back platform of the car. She followed and kept up the banging in great style and with increasing vigor. The driver came out and said he would not tolerate such behaviour on the car, put the woman off and drove on again, when she ran after it with her hand on the rail, still tapping her life partner on the nose with the parachute. Becoming thoroughly aroused the driver caught hold and held her while a passenger drove away for some distance and thus were the unpeaceful couple separated by force of circumstances,

20/09/1883 *The Equity, Bryson* *Pontiac Pacific Junction*

From Citizen 17 Sept 1883. Mr. Bryson is in the city. Looking for a federal subsidy --

21/09/1883 *Renfrew Mercury* *New York Central*

Mr. White, one of the company of American contractors who have got the work of building the new railway from Cornwall to Sault Ste. Marie, was in Pembroke last week looking after the interests of the road. Mr. White is a very affable gentleman, and freely answered all queries as to the progress of the work and the intentions of the company. The line is projected to run from Cornwall via Smith's Falls direct to Eganville and hence up the valley of the Bonnechere, and will be a saving of about 140 miles over any other projected line to the Sault. Work will commence in earnest early next spring, the company having already successfully floated fourteen million dollars worth of their bonds, and Mr. White says they will undoubtedly reach Eganville next fall. The company have also a branch in prospect from Eganville to Pembroke, which Mr. White says, will certainly be built at an early date. This is the same company that have been endeavouring to get hold of the Pontiac railway. Mr. White says they are willing to pay a reasonable figure for the charter for that at present abortive enterprise, and will besides fully recompense the contractors and projectors for all actual outlay. He thinks it but a matter of time till they secure the charter, and when they do they will build it after the American fashion - that is, without delay or hesitation of any kind. Under these circumstances we are sure it will be the wish of all friends of this town, of Pontiac, and of her railway, that they should succeed in securing the work. Pembroke Observer.  
Also in the Bryson Equity September 20.

21/09/1883 *Almonte Gazette* *Chalk River* *Almonte*

MAKING PROGRESS. - We note that the section men are busily at work on the track at the station, and are preparing to remove the most southern track to the north side of the line, the ballasting for which is in progress, This is part off the plan connected with the proposed new station.

21/09/1883 *Ottawa Free Press* *Ottawa City Passenger*

Application has been made to the company controlling the Bank street road for permission to construct a street railway track from the city boundary to the Dominion Park. A private company made the application.

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.

21/09/1883 *Almonte Gazette* *Other* *Pembroke*

RAILWAY MATTERS. - Mr. White, one of the company of American contractors who have got the work of building the new railway from Cornwall to Sault Ste. Marie, was in town last week looking after the interests of the road. Mr. White is a very affable gentleman, and freely answered all queries as to the progress of the work and intentions of the company. The line is projected to run from Cornwall via Smith's Falls direct to Eganville and thence up the valley of the Bonnechere, and will be a saving of about 140 miles over any other projected route to the Sault. Work will commence in earnest early next spring, the company having already successfully floated fourteen million worth of their bonds, and Mr. White says they will undoubtedly reach Eganville next fall. The company have also a branch in prospect from Eganville to Pembroke, which Mr. White says will certainly be built at an early date - Observer.

NB. Is this the Cornwall Junction Railway?

26/09/1883 *Ottawa Citizen* *Carleton Place* *Chaudiere*

The Petrolia Oil company is putting an addition to its premises on the property of the Railway Company at the Chaudiere.

28/09/1883 *Almonte Gazette* *Kingston (CN)* *Britannia*

A TERRIBLE ACCIDENT. - as J. Black, Grand Trunk Railway brakeman, running out of Brockville, was in the act of jumping on the van of a freight train which was leaving the station on Thursday evening he missed his footing and fell between the platform and the van, and while endeavoring to extricate himself was struck on the head by the axle box, breaking in his skull and hurling him under the train wheels of the van which cut off both his feet and tore the flesh from his right shoulder, and wound it in a bowl around his hand. The young man was well connected and the sad accident has caused a dark shadow upon his friend's and fellow Workman. At latest accounts the physicians entertained no hopes of his recovery.

28/09/1883 *Almonte Gazette* *Chalk River* *Renfrew*

ANOTHER C.P.R. ACCIDENT. - scarcely a week passes without some fatal or serious accident happening on the C. P. R. One of the latest reported occurred on Saturday, the 15th inst. the particulars of which we quote from the Renfrew Mercury; on Saturday morning last, about ten o'clock, Prosper Ducharme, a workman on the Canadian Pacific railway, met with a fearful accident in the gravel - pit, about seven miles above this village. The train was moving slowly along, when from some unknown cause his feet suddenly slipped and he fell between two flat cars. He made a dazed sort of struggle for a few seconds to retain a grasp on some part of the car, but before help could reach him went down under the wheels. By the time the train had stopped two cars had gone over him, smashing both legs; and his face and head well also badly cut and bruised, by the brake probably. He was brought down to Renfrew, when doctors O'Brien and Mann amputated both legs below the knee. Pieces of his cheekbone were also taken out, and his head sewed up; but it is not improbable that his naturally strong constitution will enable him to pull through, not withstanding the severity of his injuries. Ducharme is a young man of between 20 and 25 years of age. He was to have been married on Monday and the day of the accident was to have been his last at rail roading. A story is told- and though it sounds like one gotten up for effect, we have it on good authority that in the morning, when putting on his boots he complained that his toes pained him and said that "a fellow might as well have no toes."

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.

28/09/1883 *Almonte Gazette* *Chalk River* *Almonte*

The surveyors of the C.P.R. are busily engaged marking out the boundary of the C.P.R. property at the station here preparatory to a fence being erected.

28/09/1883 *Renfrew Mercury* *Belleville* *Perth car shop*

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

28/09/1883 *Almonte Gazette* *Belleville*

Perth will not "demonstrate" on the opening of the O. & Q. Railway, owing to the delay in the completion of the work.

28/09/1883 *Almonte Gazette* *Kingston (CP)* *Sharbot Lake*

Haeley, who had his arm cut off by the K. & P. R. R. a few days ago, is getting along nicely in the hospital.

Canada Atlantic Railway

The Quebec Favorite to Ottawa

We have been invited by the Manager of the Canada Atlantic Railway to ride over their railway from Montreal to Ottawa, which is said to be much shorter than the C.P.R. from Hochelaga. We can assure Mr. Linsley, that the Canada Atlantic is favorably known by the press of Quebec, through the many courtesies extended to the Association. Those members who have already passed over the road, speak in words of praise of the whole line and go as far as to recommend the travelling public to patronize the Canada Atlantic Railway, from Montreal to Ottawa. The Montreal Witness says:- "When Sir Henry Tyler recently remarked that most people would think ten hours between Toronto and Montreal fast enough, he could hardly have known the impatient desire expressed on all sides by business men to bring the cities even closer together. "Fast trains are safe trains" has grown to be a maxim with our railway men, and as extra precautions, improved cars, engines and other service are placed upon them they become popular. While Sir Henry is thus cautious, Mr. D.C. Linsley, the manager of the Canada Atlantic, proves the utility and popularity of fast trains, and in a tabular statement recently published of relative speed of railways Canada actually takes the lead upon this continent. The Canada Atlantic does the distance between Coteau and Ottawa - some seventy-eight and four tenths miles in one hour and thirty four minutes, making three stops and giving an average speed of fifty miles an hour. On the schedule time eleven miles between Eastman's Springs and South Indian are done at the rate of a mile a minute by the fast express. This latest of our railways appears to have been constructed especially with reference to fast service, and when finished to its southern terminus, near Rouse's Point must make a revolution in the business between Ottawa and New York. It is claimed for fast service that it increases the desire for travelling, and since Canada Atlantic has been started and its competitor the Canadian Pacific also increased its speed, the business between Ottawa and Montreal has been largely increased so far as passenger traffic is concerned".

29/09/1883 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The large steam shovel that has been working at Roxborough, on the line of the Canada Atlantic Railway, will be removed up to the Chaudiere, where it will be put into use for the next two weeks.

01/10/1883 *Ottawa Citizen* *Canada Atlantic* *Elgin Street*

Two trains of lumber per diem are now being run out from this city by the Canada Atlantic Railway. Note. Presume this is from Elgin Street depot.

03/10/1883 *Ottawa Citizen* *Carleton Place* *Chaudiere*

The new roundhouse above the Chaudiere will be completed in the course of about three weeks.

03/10/1883 *Ottawa Free Press* *Maniwaki*

It was rumored in the city today that the work on the Gatineau Valley Railway was about to be stopped, but on a further examination it was found that the report was only partially true. It appears that there is some difficulty in regard to the paying of the men engaged on the survey, several of them having left the work. More.

04/10/1883 *Ottawa Citizen* *Maniwaki*

The statement is made, evidently through misapprehension on the part of some one that the contractors are demanding \$23,000 from the Gatineau Valley Railway Company to pay their workmen. It so happens that the entire indebtedness of the company to the contractors is \$134, the estimate being paid monthly, and that amount being a supplemental sum, certified by the Chief Engineer, after the last month's estimates had been arranged. The contractors do not owe their men one dollar, having paid them regularly on the appointed pay day. The company's chief difficulty has been in securing right of way at any reasonable price. And more than this, the statement that four hundred men are out of employment in consequence of work stopping is an absolute untruth. There have never been one half that number on the line since the work commenced. The Gatineau Valley Railway, like all large enterprises, may and will have its difficulties, but its construction will continue until completion. The final location to Dessert will be finished within a short time and the locating survey commence on the Ottawa Colonization Railway through the mineral district.

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

The Habits of the Natives of the Sunny Land - A Very Peculiar Race - Very Frugal

Working on the Ontario and Quebec Railway, in the vicinity of Sharbot Lake and village of Arden, are many natives of sunny Italy. They are olive in color and peculiar in habits. They are great workers and are most frugal in their style of living, making a dollar extend farther than many men can make two go. From several gentlemen in the City Hotel yesterday we learned that the Italians live much to themselves. They do not reside in the shanties provided but camp out. Each man provides his own grub, and used neither butter, tea nor coffee. The ordinary food is bread and pork. If the bread becomes hard they soften it by pouring water over it. When they visit a store to make purchases they "beat" the storekeeper down to as low figures as possible. They dress strangely and their dialect is as queer as everything else about them. All their earnings after paying for the bare necessities of life they send to their friends and families in Italy.

The postmaster at Arden is often considerably troubled in dispatching their orders. The money is sent to an Italian banker in New York and by him forwarded to the parties for whom it is intended. The men have an idea that they are only temporarily living here; that as soon as they become rich they can return to their native land and spent the balance of their days in comfort and happiness. They belong, of course, to a musical race and their nights are made melodious by guitar and violin playing. They also dance very gracefully, and with a motion most pleasing to the eye. They drink lightly, but have not become accustomed to the custom of treating. When they enter the taverns each man pays for the liquor he consumes. They all wear big boots, eights or tens, though their feet are quite small. For a time a camp of Hungarians was located at Sharbot Lake; and an inhabitant states that the people were the very opposite to the Italians being fastidious and living on the best fare they could secure. They drank Mocha coffee, sweetened with granulated sugar, eat beef and fish and such delicacies as were to be purchased. Storekeepers in the rear of the county would be pleased with such customers all the time

05/10/1883 *Lachute Watchman* *Carleton Place* *Chaudiere*

A DISPUTE WITH THE CPR - The Ottawa City Council and the Canadian Pacific Railway are at loggerheads over a piece of ground used by the latter for station purposes, and which, it is alleged forms part of the streets. The company in 1868, purchased the property from John Rochester, who represented that no legal subdivision of the land had been made, and the company believing that the land had not been divided or penetrated by streets, claim consideration at the hands of Council, and ask that instead of their being required to open up Queen Street, which runs through the centre of their grounds, and would afford every opportunity for accidents, if they be allowed to open up Oregon Street, at the northerly limit of the depot. It is more than probable that some such compromise will be effected, as the opening up of Queen Street would seriously obstruct the operations of the company, who, owing to the rapid increase of business, are already cramped for yard room.

05/10/1883 *Almonte Gazette* *Chalk River*

The C.P. Railway's new roundhouse will be completed in two weeks.

05/10/1883 *Ottawa Free Press* *Carleton Place* *Chaudiere*

The new C.P.R. roundhouse is going up fast. It is of enormous size.

05/10/1883 *Renfrew Mercury* *Chalk River* *Renfrew*

Workmen were last week placing new posts under the old station in order to move it back some six feet. As the new siding was so close to the building to make entrance from the front extremely inconvenient a doorway was knocked in the end. It is believed, however, that the building is only to be used as a freight shed and it is said that the new station will be brought up on freight cars, ready to be placed in position.

*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.

*05/10/1883 Almonte Gazette Kingston (CP)*

RAILWAY PROGRESS. - the Kingston and Pembroke railroad is graded from Kingston to Lake Calabogie, and the track is laid from the former to within THREE miles of the latter place, or about 75 miles which is in running order. Regular trains run from Kingston to Lower station, about 10 miles from Lake Calabogie, and construction trains run right up to the lake. On this, however, they will be unable to pass for a considerable time, as the filling in is not nearly finished. The distance across the lake is three - quarters of a mile, to fill which will take over 40,000 cubic yards of material. The embankment will be 16 feet wide at the top, 10 feet above the water, and will be in the water and average of 12 feet below the surface. The filling is taken from a rock cutting on the north side, and is the best possible material. The track will be laid to Lake Calabogie within a week, and a station at this point will soon be finished., when trains will run regularly through the winter from this point to Kingston and return.

*09/10/1883 Ottawa Citizen Chaudiere Chaudiere*

The progress on the bridges of the Chaudiere Extension of the Canada Atlantic Railway is highly creditable.

*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.

*11/10/1883 Shawville Archives Pontiac Pacific Junction*

The Pontiac Railway, according to latest reports, is nigh unto death. People are asking the question, "Will it ever be built?", and can get no satisfactory answer. The fact appears to be there is no money anywhere or the P. & P. J. road could be built as well as any other. Just now all the contractor's materials, engines, cars, etc., are under seizure, having been attached by different creditors.

*11/10/1883 The Equity, Bryson Pontiac Pacific Junction*

Pontiac Pacific Junction Railway. The prospect of work being resumed this fall, says the Aylmer Times, on the above road is not at all encouraging at the present time, indeed people are asking the question, "will it ever be built?" and can get no satisfactory answer. Where the fault lies cannot be ascertained by outsiders. The contractor blames the company, the company blames the contractor, the fact appears to be there is no money any where or the P.P.J. road could be built as any other. Just now all the contractor's material, engine, cars etc. are under seizure having been attached by different creditors. Aylmer Times. Also in Renfrew Mercury October 19.

*11/10/1883 The Equity, Bryson Pontiac Pacific Junction*

The six questions which are published in last week's Advance in reference to the new railway company, for the members to answer, are in substance identical with those asked by Mr. Church in his reply to the resolutions of the County Council. The Advance man seems to be in direct communication with the offices of the P.P.J.R. Co.- in fact he is presumably, by appointment the mouth piece of that company. Perhaps he could tell his readers how it came about that the engine and other machinery of the company were seized the other day.

*11/10/1883 The Equity, Bryson Maniwaki*

It appears now that the difficulties on the Gatineau Valley Railway, at least as far as the contractors were concerned, were not so serious as reported. The rumor that work was suspended gained currency from the fact that the navvies flooded the city on a rainy day last week, and made themselves more than usually conspicuous. A few days later Mr. MacIntosh had occasion to visit New York in the interests of the company, and this lent color to the rumor. It is said, by the way, that Mr. MacIntosh's mission was comparatively successful, and that he succeeded in disposing of the major portion of the stock. In the meantime, work went on, and is still going on, steadily, and the contractors themselves, as the Free Press indicated last week, have met all their appointments promptly, and assert their ability to continue to do so. Pay day comes on the fifteenth of every month, and the navvies seem to have sufficient confidence in the stability of their employers to continue to work until that date, notwithstanding the rumors that have been afloat. The progress that has been made since work was commenced is very satisfactory. The track is graded from where it will cross the C.P.R. at Hull to Mrs. Wright's farm, a distance of four and one half miles. Here is a break of less than half a mile, owing to a right of way. After this comes another stretch of a mile, which is graded through Dr. Church's property. Then another mile intervenes, with regard to which there is right of way difficulty, which is followed by another mile of graded track. It will thus be seen that nearly four miles of the track is completed and that the contractors are pushing on vigorously and determinedly, notwithstanding the drawbacks with which they have to contend. They now have about 70 men at work and would increase that force to some one hundred if they only had working room for them. As a matter of fact the company has had serious difficulties in securing the right of way and in keeping ahead of the contractors in doing this. This is the source of all of the misunderstandings with regard to the resources of the company. The company is desirous of securing the right of way without going to arbitration, which is a complicated and expensive mode of agreeing to disagree.

There is also a quote from the Citizen (4 Oct 1883) q.v.

*12/10/1883 Renfrew Mercury Belleville Perth car shop*

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

*12/10/1883 Renfrew Mercury Chalk River Carleton Place*

The C.P.R. are building scales, for weighting loaded cars, at Carleton Place.

*12/10/1883 Almonte Gazette Chalk River Carleton Place*

TAGGART vs. CANADIAN PACIFIC RAILWAY Co. - this is one of the cases heard at the sizes at Perth last week. Taggart brought action to recover damages for injuries sustained. Plaintiff was employed by defendants as brakeman and car coupler in shunting cars at the Carleton Place junction. In April last while attempting to uncouple a car which was being pushed in front of the shunting engine which had a cow catcher on, his foot was caught by the cow catcher and so mutilated that it had to be amputated across the instep, in consequence of which he was crippled and unable to do any work up to this time. Action was brought to recover damages on the ground that the company was liable for negligence in not using a proper double head shunting engine with footboards, instead of a common engine with a cow catcher, for shunting, which very much increases the danger of accident. The judge ruled, despite the strong contention of plaintiff's counsel on the cases cited by him, that defendants were not liable under the circumstances for accidents or injuries sustained by their employees and directed a non-suit to be entered.- Courier.

*12/10/1883 Almonte Gazette Belleville Perth*

C. P. R. DISCHARGING HANDS. - the Ottawa correspondent of the Globe says: it is reported that the Canadian Pacific Railway authorities have ordered that one hundred workman be discharged from their car shops at Perth. It seems that the demand for cars in the United States is very slack, and the company have made contracts for the delivery of a large number of American cars at figures far below the cost of production in their own shops, such cost being greatly increased by heavy duties on coal and iron. Sixty-seven workman have received notice to leave, and thirty-three more are to follow. As some of these men have only arrived at Perth recently, they feel their intended dismissal at the beginning of a hard winter very keenly.

*12/10/1883 Almonte Gazette Kingston (CP) Sharbot Lake*

LEG AND ARM CUT OFF. - On Saturday night last a colored man named Joseph Comodore lay down on the tracks near Sharbot Lake while drunk, when a train came along and cut off his right leg and a portion of his right arm. The engineer saw him on the track, but too late to save him. Comodore has a wife and three children.

*12/10/1883 Almonte Gazette Chalk River Almonte*

FENCED IN. - the C. P. R. Co. Have erected a board fence around their property in town. The road past the GAZETTE office toward Church St. has been closed up. We have heard it said that the company took this action as a sort of retaliation for not being allowed to remove their freight shed on Sunday last, but we do not believe there is any truth in the report. The freight shed was removed across the track yesterday (Wednesday).

*12/10/1883 Ottawa Citizen Maniwaki Hull*

Agents of the Gatineau Valley Railway are busy in the city and vicinity serving notices for the purpose of expropriating the right of way for their line. Expropriation is not to be wondered at seeing the fabulous prices being asked by some land owners for very small patches of their property. Also in the Bryson Equity on 18 October.

*16/10/1883 Ottawa Free Press Canada Atlantic Alexandria water*

The Canada Atlantic Railway have purchased 40 acres of land adjoining their station at Alexandria from the Hon. D.A. MacDonald, the consideration being \$3,000. Having found the old tank inadequate to the requirements of the large number of engines that take water at that station, the company will put up on the property a new and a larger tank which will be fed from a stream about half a mile away. There was an impression along the line at first that the company intended erecting workshops on the property in revenge for the Council of Ottawa having disputed the \$100,000 bonus.

*16/10/1883 New York Times Canada Atlantic*

Ottawa, Ontario, Oct. 15. The Governor General and Princess Louise left Ottawa by the Canada Atlantic Railway at noon to-day. They were escorted from Rideau Hall by the Princess Louise Dragoon Guards, and a guard of honor of the Governor general's foot guards were drawn up at the station, where a large crowd assembled to witness their departure. The marquis and Princess bade a kindly good-bye to many of those present. A royal salute was fired by the Ottawa Field Battery as the train moved away.

*17/10/1883 Montreal Gazette Ottawa, Waddington & New York*

OTTAWA, October 16 - a meeting of the directors of the Ottawa & Waddington Railway took place this evening. After some discussion as to particulars concerning the construction of the road the following officers were elected:- Mr. O'Dell, C.E. president; Dr. Hickey, M.P., Dundas, vice-president; A. Keefer, secretary, and J. Carman, New York, treasurer.

*18/10/1883 The Equity, Bryson Pontiac Pacific Junction*

It is said that the Pontiac Pacific Junction Railway are making arrangements with Mr. O'Dell to complete their line providing they can get rid of Mr. Armstrong. We hope to see them do something this fall - Aylmer Times.

*19/10/1883 Almonte Gazette Havelock Maberly*

THE RAILWAY. - the sinkhole above Maberly says the Perth Courier, continues to be as big a nuisance as ever, the roadbed, track and all, continuing to sink out of sight regularly, notwithstanding the continual deposit of enormous quantities of timber, trees, ballast etc. A strange sight can now be seen, and has been described to us as the bog turning upside down. About forty feet from the track, out in the bay, the trees and logs put in months ago to fill up the bog, are now showing themselves at the surface again, being pushed out of place by the fresh filling put in, and not being able to find a permanent settling place beneath. The end, of course, will come sometime, but the labor and expense of finding the bottom of the bog, and the time lost, is no small matter. This spot could have easily been avoided on the start, but was chosen by the engineer to avoid two small rock cuttings on the first line run. He never dreamed of finding a bottomless bog here, or would have tackled the rock a dozen times over. Now that so much has been done to fill up the sinkhole, however, the company will stick to it until it is filled up and a substantial roadbed is made. The track-layers have now about reached Arden, 10 miles west of Sharbot lake, and it is expected the line from Perth to Peterborough will be ready for the locomotive in a few months. West of Sharbot Lake sink-holes are found occasionally.

*19/10/1883 Almonte Gazette Chalk River Cobden*

A spark from an engine ignited a car load of coal oil on the C.P.R. at Cobden on Tuesday of last week, the whole concern was consumed.

*19/10/1883 Renfrew Mercury Chalk River Renfrew*

Cars often catch fire while running on the C.P.R. One flashed up in flames a mile or two south of Renfrew last week; and another, containing fifteen barrels of coal oil, was consumed at Cobden.

*19/10/1883 Renfrew Mercury Chalk River Almonte*

Preparations were made to move the old Almonte railway freight shed on a Sunday. The town mayor sent word that the work would not be allowed on that day, and after that those in charge did not attempt it.

The Almonte station is not going to be improved so much after all, according to the Times. Instead of a handsome new structure being erected, a second storey will be put on the present shanty. Poor prospect that, for any improvement at Renfrew.

*19/10/1883 Renfrew Mercury Belleville Perth car shop*

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

*22/10/1883 Ottawa Citizen St. Lawrence and Ottawa Chaudiere*

The western branch of the St. Lawrence and Ottawa Railway will be reopened shortly.

*22/10/1883 Ottawa Free Press Carleton Place Chaudiere*

The new C.P. Ry. roundhouse will be finished this month.

*23/10/1883 Ottawa Citizen St. Lawrence and Ottawa*

Fifty carloads of lumber left the St. Lawrence and Ottawa Railway yards yesterday.

*26/10/1883 Renfrew Mercury Pontiac Pacific Junction*

The Pontiac Advance is informed that the contractor for building the Pontiac and Pacific Junction Railway has returned from England, and that he will either finish the road to the Quio by the 1st of January or let the company take the work in hand.

*26/10/1883 Ottawa Citizen Carleton Place Chaudiere*

Shortly after two o'clock the old roundhouse situated on the north side of the track, was discovered to be on fire. Notwithstanding that the fire brigade was promptly on hand, it was found impossible to save the building, which was totally destroyed. Fortunately there were no locomotives in at the time, the last one having been taken out for shunting purposes just before the fire broke out. The origin of the fire is unknown. The loss is estimated at about \$3,000.

**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.

**26/10/1883 Renfrew Mercury Belleville Perth**

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

**26/10/1883 Almonte Gazette Kingston (CP)**

AT THE MADAWASKA RIVER. - the boys on the K. & P.R.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 Calabogie mine has been purchased by Mr. Hugh Ryan, of the O. & Q. R.R. A nice station is being erected at the river, which is only 15 miles from Renfrew.

Mr. Boyd Caldwell is putting up a mill at Caldwell Lake, near Wilbur, and a branch line of Railway is being laid.

**29/10/1883 Ottawa Citizen Canada Atlantic Elgin Street**

A new freight shed is going up at the Canada Atlantic Railway station on Elgin Street.

**29/10/1883 Ottawa Citizen Carleton Place Chaudiere**

The new CPR roundhouse will, it is expected, be completed about the 10th of next month.

**30/10/1883 Ottawa Free Press Canada Atlantic Alexandria**

The tank at Alexandria, for which the Canada Atlantic Railway purchased 40 acres of land, is being run up with great rapidity. Still the company will have difficulty in finishing it before the frost sets in. A very substantial brick engine house has been nearly completed about three acres away from the station house.

**01/11/1883 The Equity, Bryson Pontiac Pacific Junction**

No move has yet been made, as far as we have heard, towards the construction of the P.P.J. Railway. Perhaps the Advance can tell us if the boy Armstrong is going to do anything.

**01/11/1883 The Equity, Bryson Pontiac Pacific Junction**

Pontiac Pacific Junction Railway - Other seizures, says the Aylmer Times, have been made during the past week of the plant and materials belonging to the contractors for the construction of this unfortunate railway. It is said that quite a number of other writs are out and that it will be a scramble for first place. The betting is in favor of the lawyers at present.

**01/11/1883 Ottawa Citizen Chaudiere Chaudiere**

The branch track of the Canada Atlantic to the Chaudiere is now nearly completed.

**02/11/1883 Renfrew Mercury Belleville Perth car shop**

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

**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

**02/11/1883 Perth Courier Belleville Perth**

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

**06/11/1883 Ottawa Citizen Chaudiere Chaudiere**

The Canada Atlantic Railway extension has now reached Broad Street.

**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.

**09/11/1883 Almonte Gazette Chalk River Almonte**

SAD AND FATAL ACCIDENT. - Mr. Joseph Budd, of Montague, met with a most painful accident on Saturday, which resulted in his death on Monday morning. He and his son were bringing a load of grain to town, and they reached the R. R. Crossing above the station just as the noon express came flying in. The son wished to wait till the train passed, but the father thought he could get across, and urged the horses forward. The time was too short, and the engine struck the hind wheel of the wagon, throwing Mr. Budd and the load of grain into the air to a height of 15 ft. and to a distance of 40 ft. to one side. The man was picked up insensible and carried into the nearest house. A physician was at once called, and everything possible was done to save his life, but as the injuries were all internal little could be done. Consciousness was not regained, and the end came on Monday evening. Although much sympathy is naturally and properly felt and expressed, that is a very general opinion that the unfortunate man alone is to blame, as he knew the train was near. Many say that he had a habit of thus attempting to cross ahead of trains. His friends are making an effort to have an inquest held with a view of inculpating the R. R. Company. They claim that the whistle was not blown as the train was approaching. The funeral took place on Wednesday.

O.W. AND N.Y.R.

Meeting of Shareholders and Election of Officers

Ottawa Nov 8 - A meeting of the shareholders of the Ottawa Waddington and New York Railway and Bridge company was held in the Russell house to-day for the purpose of electing directors. There was a good attendance of provisional directors and stockholders. The following were elected directors: T. B. Anderson, Ottawa president; Dr. Hickey M.P., Dundas, vice-president; W. B. Carman, New York, treasurer; A. Keefer, Ottawa, secretary and assistant treasurer; Chas. O'Dell, Montreal, chief engineer; J. W. Imlay, Ottawa; W. Montrose, New York; Hon R. N. Shannon, New York; G. Nixon, New York. It is learned that the president has been between England and New York for some months in the interest of the railway and had several interviews in both places with railway men and capitalists. Two construction companies have offered to take the bonds of the company and build the road and bridge as soon as the company was organized and unless something unforeseen arises it is expected that the contract will be let and bonds issued as soon as arrangements for connecting with New York and the Canada Bridge company can be effected, the latter company having been chartered to construct the bridge in connection with this railway across the St. Lawrence:

10/11/1883 *Ottawa Citizen* *Carleton Place*

Canadian Pacific Railway. The winter arrangement of timetable will go into effect on this road on Monday, November 13th, when the new standard time will be adopted, which is three minutes faster than Ottawa time, six minutes slower than Montreal time, by which all their trains have been run heretofore.

13/11/1883 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The steam shovel is still working on the C.A.Ry. extension.

14/11/1883 *Montreal Star* *Ottawa, Waddington & New York*

The promoters of the Ottawa, Waddington and New York Railway are deeply disgusted with the action of the government in refusing permission to build a bridge over the St. Lawrence at Morrisburg. They claim that the real cause of the disallowance is the hostility of the rival roads, especially the Canadian Pacific. The decision of the government has given great offence to the people along the proposed line, who expected great things from its completion.

15/11/1883 *Hamilton Spectator* *Ottawa, Waddington & New York*

It is now understood that the Government have not adopted Mr. Page's report objecting to the construction of a bridge across the St. Lawrence, in connection with the Ottawa, Waddington and New York railway at Morrisburg.

15/11/1883 *The Equity, Bryson* *Chalk River* *Chalk River*

The C.P.R. headquarters for the eastern division was moved from Pembroke to Chalk River on Monday last. The Chalk will be the terminal point for all freight trains down to Ottawa and up to North Bay on Lake Nipissing. The company have already erected a large brick round house for the accommodation of twelve engines, a tank. Four handsome cottages, a residence for the foreman of the works and a large boarding house. We believe it is their intention to build twenty additional cottages for employees having families and also a school house in which their children may be conveniently educated, church is also said to be among the proposed erection, but of what denomination it is not yet known.

15/11/1883 *Ottawa Free Press* *Ottawa City Passenger*

The Street Railway resumed wheels again this morning. It takes three quarters of an hour to drive from New Edinburgh to the Chaudiere.

15/11/1883 *The Equity, Bryson* *Chalk River*

The automatic car coupler invented and patented by Mr. Chas. Devlin of Pembroke may now be called an assured success. Mr. Devlin went up the line of the C.P.R. a couple of weeks ago, on the invitation of Mr. James Worthington, manager of the North American Contracting Company, and fitted his coupler to two cars so as to give a fair practical test. --

When the two cars were fitted they were found to work splendidly, coupling freely and without a hitch of any kind. They also have the advantage of being easily worked in connection with the present link and pin coupler, a fact which will render their adoption much easier than would otherwise be possible. More.

16/11/1883 *Almonte Gazette* *Chalk River* *Almonte*

The removal of the old station has been made. Whilst the usual business was carried on it and Mr. Hegarty and his staff have been gradually lowered in the world, whilst at the same time they have been slowly travelling west.

16/11/1883 *Ottawa Citizen* *Ottawa City Passenger*

The street car company abandoned their sleighs yesterday and put back their fall busses on the route.

16/11/1883 *Ottawa Citizen* *Canada Atlantic* *wood*

The wood trains on the Canada Atlantic are very heavy just now.

Also reported in the Ottawa Free Press, 15th November.

17/11/1883 *Ottawa Free Press* *Chaudiere*

Another ballast train is working on the C.A.R. western division. The extension, it is said, will be completed this month.

17/11/1883 *Ottawa Free Press* *Canada Atlantic*

After today the mixed trains on the C.A.R. will be discontinued for the winter. A good many people who used to find them convenient for travel between intermediate stations will miss them much.

22/11/1883 *The Equity, Bryson* *Maniwaki*

Work on the Gatineau Valley Railway has been stopped for the present. The contractors have made good headway with grading, considering the difficulties they have had to contend with. The work of getting out ties will be regulated during the winter months, so that no time will be lost in effecting a renewal of operations in the spring.

22/11/1883 *Ottawa Free Press* *Canada Atlantic* *Alexandria*

The Canada Atlantic Railway are building a new baggage house at Alexandria station. This is indeed a great improvement as it was badly needed.

22/11/1883 *Hamilton Spectator* *Ottawa, Waddington & New York*

Ottawa. Nov. 21 - It is understood that the Ottawa and Waddington Railway company have made application to the Secretary of War at Washington to sign papers granting the company authority to build a bridge across the St. Lawrence at Waddington in the state of New York and endorsed by the Washington authorities. There will be no difficulty in obtaining this request as the matter is understood to be somewhat of a formal character.

Also in the Montreal Star - same date.

23/11/1883 *Ottawa Free Press* *Ottawa City Passenger*

The street car buildings at New Edinburgh are undergoing repairs.

**23/11/1883 Ottawa Free Press Canada Atlantic locomotive**

The Canada Atlantic Railway has added another engine to its list.

**23/11/1883 Ottawa Citizen Chaudiere Richmond Road**

The Canada Atlantic Railway are raising the sidewalks and otherwise improving the Richmond Road in the vicinity of their crossing of that thoroughfare.

**23/11/1883 Almonte Gazette Chalk River Chalk River**

Chalk River has been made the headquarters of the eastern division of the C.P.R. and all the Company's stores were removed from Pembroke to that point last week.

**23/11/1883 Ottawa Free Press Chaudiere**

The work of grading the new extension of the C.A.R. is rapidly progressing.

**23/11/1883 Ottawa Citizen Ottawa City Passenger**

The City Passenger Railway is running the streetcars again.

**23/11/1883 Renfrew Mercury Chalk River Chalk River**

The C.P. Railway headquarters for this division will be moved to Chalk River on Monday next. After that date the Chalk will be the terminal point for all freight trains down to Ottawa, and up to North Bay on Lake Nipissing. The company have already erected a large brick roundhouse for the accommodation of twelve engines, a tank, four handsome cottages, a residence for the foreman of the works, and a large boarding house. --  
Pembroke Observer.

**24/11/1883 St. Lawrence Herald, Potsd Ottawa, Waddington & New York**

Affairs in regard to the railroad which was to cross the St. Lawrence at Waddington are considerably stirred up. Last week it was reported that the Canadian government had, by advice of civil engineers, withdrawn the charter. This week the report is denied, though with what authority we know not. Meantime, the Ogdensburgh Journal gives the following report of a meeting of the shareholders of the Ottawa, Waddington and New York railway and bridge company held in the Russell House, Ottawa, November 8th. The following were elected directors: T.B. Alderson, Ottawa, president; Dr. Hickey, M.P., Dundas, vice-president; W.P. Carman, New York, treasurer, A. Keefer, Ottawa secretary and assistant treasurer; Chas. O'Dell, Montreal, chief engineer; J.W. Imlay, Ottawa, W. Montrose, New York; Hon. R.H. Shannon, New York; and G. Dixon, New York. It is learned that the president had been between England and New York for several months in the interest of the railway, and had several interviews in both places with railway men and capitalists. Two construction companies offered to take the bonds of the company and build the road and the bridge as soon as the company was organized and, unless something unforeseen arises, it is expected that the contract will be let and bonds issued as soon as the arrangements for connecting with the New York and Canada bridge company can be effected, the latter company having been chartered to construct a bridge in connection with the railway across the St. Lawrence.

**24/11/1883 St. Lawrence Herald, Potsd Ottawa, Waddington & New York**

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**26/11/1883 Ottawa Free Press Canada Atlantic wood**

The new wood shed at the C.A.R. is completed.

**27/11/1883 Ottawa Free Press Ottawa City Passenger**

Talk of a new street car company, which proposed to run a line from Sparks street to Dominion Park on Bank street, has ceased.

**28/11/1883 New York Times New York Central**

Ottawa, November 27. Work on the Ontario and Pacific Railroad, running from Cornwall, Ontario, to Sault Ste. Marie will soon be begun. This line, which is said to be virtually a branch of the Northern Pacific, with which it connects at Sault Ste. Marie, will, with that connection, shorten the distance from the Atlantic to the Pacific about 850 miles as compared with Canadian Pacific.

**28/11/1883 Ottawa Free Press Chaudiere**

Lumber trains are being run on the new extension of the Canada Atlantic Railway, daily. The lumber merchants in the vicinity of the Chaudiere think that this is a great convenience to them.

**29/11/1883 Ottawa Citizen New York Central**

Ontario Pacific. The survey of this road which was commenced on Monday near the St. Patrick's Street bridge has been proceeded with as far as Cyrville. Fourteen men, under Mr. Soare, are employed on the survey.

**29/11/1883 Ottawa Citizen Chaudiere**

The new bridge over the branch of the Canada Atlantic Railway at Bayswater is nearly completed.

**29/11/1883 The Equity, Bryson Pontiac Pacific Junction**

The Pontiac and Pacific Railway affairs are in status quo. It is to be hoped that work will be commenced in the spring.

**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.

**30/11/1883 Renfrew Mercury Chalk River Renfrew**

During the past week, mile posts were erected along the line of the C.P.R. from this village towards Pembroke. The miles are reckoned from Montreal; and a post planted at the first railway bridge on the side furthest from the village is numbered 190. Half mile posts are also erected. The figure board of the post is in the shape of a broad V, in order that the distance from both ends may be indicated on it. As the western side of the V. is still blank, probably the upper point from which the distance will be reckoned, has not yet been decided upon. From their dirty appearance it may be supposed that the posts have been in use before.

**08/12/1883 Hamilton Spectator Ottawa, Waddington & New York**

At a meeting of the Ottawa, Waddington and New York Railway Company, the contract for the construction of the road was let to a New York firm

**10/12/1883   Ottawa Citizen   Canada Atlantic   locomotive**

The Canada Atlantic has put another new locomotive on its rails, which on trial trip, made over sixty miles an hour.

**11/12/1883   Ottawa Free Press   Canada Atlantic**

Owing to the increase in the lumber shipments, the Canada Atlantic Railway has decided to put on a special lumber train.--

**11/12/1883   Hamilton Spectator   Ottawa, Waddington & New York**

OTTAWA, Dec. 10 - The contract of the Ottawa, Waddington and New York railway has been signed, sealed and delivered to a gentleman in New York

**13/12/1883   The Equity, Bryson   Ottawa, Waddington & New York**

An adjourned meeting of the directors of the Ottawa, Waddington and New York Railway Company took place in the offices of the company in the Russell House block. There were present T.B. Anderson (President), Chas. E. Hickey, Hon. R.L. Shannon, Charles Odell, J.W. Inlay and A. Keefer. It was decided that the plans of the St. Lawrence and Ottawa River bridges will be placed in the company's offices, both in Ottawa and New York, within a few weeks. A meeting of the stockholders of the company will be held in the first week of January next to authorize the bonds of the company.

**13/12/1883   Ottawa Citizen   Carleton Place   Chaudiere**

The new round house of the Canadian Pacific Railway Company at the Chaudiere is now completed and affords accommodation for twenty locomotives and tenders.

**13/12/1883   Ottawa Citizen   Chaudiere   Richmond Road**

The Canada Atlantic Railway is putting up a dry wall on each side of the track where it crosses Richmond Road. This is a decided improvement.

**14/12/1883   Almonte Gazette   Havelock   Sharbot Lake**

THE RAILWAY SINK HOLE. - The bottom appears to have fallen clean out of the sink hole on the Ontario and Quebec Railway near Sharbot Lake. The bed is as unstable as the first day on which the track was laid. As there is no possibility of the sink hole being avoided, as the line cannot circle it, persistent filling is the only method of surmounting the difficulty.

**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.

**14/12/1883   Ottawa Citizen   Ottawa City Passenger**

A few days ago the street cars put on runners but the roads yesterday after the thaw made the work too heavy for the horses. The winter cars were, in consequence, laid up, and the busses put in requisition.

**14/12/1883   Renfrew Mercury   Belleville   Sharbot Lake**

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

**20/12/1883   Ottawa Citizen   Aylmer branch   Deschenes**

The west train on the Aylmer branch of the Canadian Pacific Railway met with an accident near the switch at Conroy's Mills, Deschenes. The passenger car ran off the track and turned over, falling down the embankment. The coupling connecting the baggage and passenger cars turned and then broke. The passengers were shook up but escaped with very slight injuries. The stove upset and set fire to some portions of the passenger car. The officials did everything in their power after the accident and the passengers speak highly of their action in promptly setting things right.

**21/12/1883   Perth Courier   Belleville**

All the water tanks for different stations along the line are also being built at Perth, they being turned out at the rate of one a week.

**27/12/1883   Ottawa Citizen   Canada Atlantic   Elgin Street**

Rowdies are nightly infesting the Canada Atlantic station. This is no fault of the railway authorities as the loafers keep out of the jurisdiction of the station officials.

**29/12/1883   Ottawa Free Press   Belleville   Perth**

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