

Local Railway Items from Ottawa Papers - 1884

02/01/1884 Ottawa Free Press Chaudiere

Canada Atlantic timetable advertisement. On and after Wednesday 2 January 1884 trains will leave as follows:--
Trains leave Chaudiere Falls at 7.45 a.m. and 4.35 p.m. for Elgin street with connection to Montreal.
In the other direction trains leave Elgin street at 12.30 p.m. and 8.10 p.m. for Chaudiere Falls.

03/01/1884 The Equity, Bryson Pontiac & Pacific Junction

We have been informed on good authority that the ties belonging to the P.P.& J. Ry. Co. at Aylmer and Sand Point have been sold. The vice president of the company was attending to the sawing and shipping of the ties from the latter point. This coupled with the seizures which recently took place at Aylmer makes business in connection with the Pontiac's Railway very glum looking.

04/01/1884 Renfrew Mercury New York Central Perth

Ontario and Pacific Railway. Mr. A. Duffy, C.E., with his staff, namely, Messrs. C.E. McNaughton, P.K. Hyndman, R.E. O'Hanly, Joseph Haze, F. Fripp, and A.J. French, arrived at the Allen House on Wednesday afternoon on their work of surveying a line for the Ontario and Pacific from Perth eastwards towards Crysler, the point of junction with the main line running from Cornwall northward through Ottawa. Mr. Duffy is the engineer in charge of this end of the survey, and is instructed to run his line from the first line of Drummond, at the town limits, eastwards through Smith's Falls and Merrickville, to meet a party under charge of Mr. Daly, C.E. who is surveying a route in this direction from Crysler. The new line cannot be run very far from the C.P.R. route between Perth and Smith's Falls, but of course has nothing to do with that road. This is a line intended to connect Sault Ste. Marie, on Lake Superior straits, with Cornwall, and at this point called Crysler divides into two branches, one running through Ottawa and Arnprior northwesterly, and the other leading off to the left through Perth, thence northerly, probably to connect with the other line at Renfrew. This, at least, is the intention of the charter, and is now what the surveyors have in their mind's eye. The president is Dr. Bergin, M.P. Cornwall, who is apparently acting for a number of heavy capitalists, as yet unknown to the public; and we are assured that the company is in full earnest in the project and that the road will go on. In fact it is stated that the contract has already been given to a Philadelphia contractor named G.L. Shute. Mr. Duffy located part of the Canada Atlantic Railway, said to make about the fastest time of any road in America. Perth Courier.

08/01/1884 Ottawa Free Press Chaudiere Chaudiere

The Canada Atlantic Railway Company will shortly turn out a new composite car to be run on the train between the Chaudiere Falls station and Elgin street. It will be one of the finest cars in the country.

09/01/1884 Ottawa Free Press Ottawa, Waddington & New York

Plan for the bridge over the St. Lawrence is before the Privy Council--

09/01/1884 Ottawa Free Press New York Central Perth

The Ontario & Pacific Railway. The survey of this road is in progress near Perth. The work of construction will, it is thought, be commenced in the spring. It has been rumored that a Philadelphia man named Schule has received the contract.

16/01/1884 Ottawa Free Press Ottawa City Passenger

The Street Car conductors say that times are picking up. An extra car will shortly be put on.

17/01/1884 The Equity, Bryson Pontiac & Pacific Junction

The closing scene in the Pontiac, Pacific Junction Railway comedy took place on Thursday of last week when all that remained of the plant, tools etc. of Mr. Perrault, the sub-contractor came under the fatal hammer of the bailiff. Notwithstanding the storm there was a good attendance and good prices were obtained, and it is thought that by careful management the creditors may get a fraction of a cent on the dollar. Also reported verbatim in the Ottawa Free Press 11 January and Renfrew Mercury 18 January. Many other comments about the P. & P. J.

17/01/1884 The Equity, Bryson New York Central

The engineers are now busy at work surveying the line of railway from Cornwall to Sault Ste. Marie to connect with the Northern Pacific Railway. This road has been chartered to pass through Arnprior and thence up the valley of the Bonnechere through Eganville. There will also be a branch through Perth to connect with the Kingston road. A glance at the map will show the railway from Sault Ste. Marie via Arnprior to be by far the shortest from the Western States and that being the case there will not be wanting men of enterprise and capital to carry it through.

17/01/1884 The Equity, Bryson Chalk River Chalk River

A good authority gives it as his opinion that the reason the Canadian Pacific Railway Company located so extensively at Chalk River was because they could procure ample station room. They own five hundred acres of land there and have laid tracks in all directions, and find their roomy yards a great convenience. Some railway men who work there moved the members of their families up a few days ago, more cottages being ready.

18/01/1884 Renfrew Mercury Chalk River Arnprior

The Arnprior railway station waiting room has been floored anew and the walls tinted and re-papered. From this the people there conclude that they are not to be treated to a new station, which they think the business transacted entitles them to.

24/01/1884 The Equity, Bryson Maniwaki

O. & G.V. Railway. It is understood that Mr. Mackintosh M.P. Vice-President of the Ottawa Valley Railway (sic) is expecting some American capitalists at an early date to invest in the above road. This intelligence will be received with some satisfaction not only by the various districts along the line but by the city of Ottawa, which will benefit by the construction of the road. The contractors, Messrs. MacDonald, Bray and Jones have been exceedingly generous with the promoters, having now waited for some months without unnecessarily pushing the company for a settlement. This is all the more to their credit seeing they paid all their workmen in full when operations ceased. On their account as well as all the other parties concerned, it is to be trusted that the rumor regarding the expected capitalists will turn out to be correct.

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

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

31/01/1884 The Equity, Bryson Pontiac & Pacific Junction

Much comment about the failure to secure federal funding.

04/03/1884 The Equity, Bryson Chalk River Sand Point

The C.P.R. Co. have greatly improved their buildings at Sand Point, which now presents a neat and comfortable appearance. The platforms have been extended, and some necessary improvements made for the convenience of the public.

07/03/1884 Renfrew Mercury Chalk River Almonte

The Almonte Railway Station.

Mr. Haggerty took possession of the new addition to the railway station last week. It is a decided improvement to the old rickety, tumble down, six by four office, and that is not saying very much for it. The painting of the waiting room was done in rather gorgeous style and the ceiling frescoed. This was considered unharmonious with the rest of the edifice, or perhaps too good for Almonte, and orders have been given by those in authority to do the work over again and give the walls a less pretentious appearance. Verily there are some strange things done by railway officials - Gazette.

12/03/1884 Ottawa Citizen Lachute

Interesting long account of a trip between Montreal and Ottawa fighting the snow, snow drifts etc.

14/03/1884 Ottawa Free Press Ottawa, Waddington & New York

Plans approved by the Privy Council.

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

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

27/03/1884 The Equity, Bryson Pontiac & Pacific Junction

-- a portion of the line has already been graded west of Aylmer, and quite an expenditure incurred, but last summer the work had to be stopped owing to financial difficulties. --

28/03/1884 Renfrew Mercury Kingston (CP)

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

03/04/1884 The Equity, Bryson Aylmer branch

A Wakefield man was in Aylmer a few days ago "looking for law" when told it would cost him something he said he thought the Queen paid all law costs and that he had left his purse "at home on the Piano." As he could not get the papers without the cash he got disgusted and went over to the railroad track and took a comfortable seat between the rails to wait for the next train. The next train came along in due course and the man being noticed the whistle was blown but he kept his ground and would not get out of the way. The train was brought to a standstill within a very short distance of him and conductor Fennel and the train hands got him on board. They were rewarded with curses for not having run over him as he was tired of living in a country where the Queen wouldn't "foot the bill for law costs."

Also in the Renfrew Mercury April 11.

04/04/1884 Renfrew Mercury Chalk River Carleton Place

During the removal of the Carleton Place station building to a suburb of the town, the railway and restaurant business is being transacted in a large tent.

04/04/1884 Renfrew Mercury Winchester Smiths Falls

Seventy-five men are at work preparing the yard for the Ontario and Quebec Railway at Smiths Falls. Besides a station, a round-house will be built this spring.

04/04/1884 Renfrew Mercury Chalk River

The C.P. Railway officials are negotiating with the McNabb Council, with a view to replacing the overhead bridge at Mansfield with a level crossing.

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

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

17/04/1884 Ottawa Citizen Ottawa City Passenger

The City Passenger Railway Company yesterday commenced to run their cars on the tracks for the first time this spring. They deserve credit for the promptitude with which they have had the tracks cleared for it was anything but pleasant to be jolted along the street in busses.

13/05/1884 Ottawa Citizen Belleville

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

16/05/1884 Renfrew Mercury Kingston (CP)

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

19/05/1884 Ottawa Citizen Carleton Place Chaudiere

Preparations for the opening of through traffic.

On the first of July next the Canadian Pacific Railway will commence to run its through fast passenger train from Montreal to Toronto, preparations for which are being actively made. The T on the south side of the Ottawa, close to the iron bridge, is to be at once filled in and a connecting track laid down between the two already existing. This will enable trains from both east and west to back into the city and thus avoid the delay consequent on having to "re-make up", which is unavoidable when they are run in, engine first, as at present. On the same date, the new immigrant sleepers which were constructed at Coburg will also be put upon the route, and will no doubt prove a great boon to this class of travellers, whose accommodation in this respect has been perhaps unduly neglected. It is an indication of the general briskness of business in this section that the company has never done a larger freight business than during this season, with every prospect of it continuing so to the end. All the engines from No. 285 to No. 299, inclusive are to be put on the Ontario division of the line; most of them are there already. This section will also be equipped with several first class sleepers, second to none on this continent, and which are now in course of construction. On the portion of line between Ottawa and Montreal and phosphate trade keeps a good many cars busy, and special trains to accommodate that description of traffic are being run.

19/05/1884 Ottawa Citizen St. Lawrence and Ottawa Rideau River bridge

The work of repairs to the St. Lawrence and Ottawa Railway bridge which was considerably damaged by the spring freshet has been completed.

21/05/1884 Ottawa Free Press Canada Atlantic

The steam shovel which was at work on the Chaudiere track of the Canada Atlantic Railway has been taken to Alexandria.

23/05/1884 Renfrew Mercury Kingston (CP)

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

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

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

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

30/05/1884 Renfrew Mercury Kingston (CP)

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

01/06/1884 Brockville Recorder Brockville Brockville

Between 40 and 50 navvies employed on the new river extension of the Canadian Pacific struck this morning for higher wages. They were getting \$1.20 per day and demanded \$1.40. Mr. Hornick, the foreman, refused to comply with the demand and at once telegraphed to HQ for further orders. It is said the place of strikers can be filled in 24 hours with men who are willing to accept the old rates, and the work is not likely to stop for any length of time.

09/06/1884 Ottawa Free Press St. Lawrence and Ottawa Rideau River bridge

The St. L. & O. railroad bridge across the Rideau river is a very peculiar looking structure just now. It is all braced up between the piers with truss work, presumably to ensure safety of the engine, train and passengers from falling through. An iron bridge would be a good thing over the Rideau at that spot.

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

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

13/06/1884 Renfrew Mercury Belleville Perth

Workmen are now engaged in laying new steel rails on the Perth branch - that is the line between Perth and Smiths Falls.

Last week a new fence was erected in front of the Perth workshops tenement houses on Craig street, Perth, by the free labor of the workmen.

14/06/1884 Ottawa Citizen Canada Atlantic

The yard accommodation at the Canada Atlantic is being increased. Extra traffic demands extra accommodation and the company wants to accommodate the public.

14/06/1884 Ottawa Free Press Metropolitan Street

It is said the new street railway company will have the rails laid in September next. Residents on the Rideau, Bank, Elgin, Nicholas and other streets are rejoicing over the prospect of having the new street cars passing their doors.

20/06/1884 Ottawa Free Press Ottawa City Passenger

Yesterday afternoon there was nearly a collision between two street cars near the corner of Bank and Sparks streets. They were proceeding at full speed in opposite directions on the same track and were not aware of each others approach owing to the building on the corner obstructing the view. The driver of a grocery wagon which stood at the corner saw the danger and shouted to the street car drivers. They put on the brakes and reined in the horses, but could not come to a standstill until the cars were so close together, just in the curve, that the horses noses touched each other.

27/06/1884 Renfrew Mercury Pontiac & Pacific Junction

Work is again in progress on the Pontiac and Pacific Junction Railway. It has finally been decided that the Ottawa shall be crossed at Lapasse and the bridge there will cost \$300,000. Contracts are now only given out for short sections - one or two miles at a time.

03/07/1884 The Equity, Bryson Pontiac & Pacific Junction

Last week's issue of the Aylmer Times says work has been commenced on the line of the Pontiac P.J. Railway by four or five contractors between here and the Quyon. A large gang of men arrived here Friday and were started to work on the rock cut at Hurdman's and on the bridge over the Breakenridges creek. The same paper also says that another locomotive has also been placed on the line, which is to be used for ballasting.

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

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

04/07/1884 Renfrew Mercury Belleville

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

05/07/1884 Brockville Times Brockville Brockville

The wooden building which has been doing duty at the Hochelaga depot of the CPR at Montreal, is to be taken down and removed to Brockville, at which place it will be erected to answer for a general passenger station at the new west end pier. It is expected that the CPR passenger trains will, as soon as the piers are completed, be run down to the wharf and make direct connection with the Armstrong. By this movement, passengers will not have any delay here. For some time to come it is expected that the freight business will be done at the old quarters.

07/07/1884 Ottawa Citizen Canada Atlantic

A correspondent of the Citizen complained a few days ago that a parlour car, advertised to be connected with each train on the Canada Atlantic Railway, had been missing on several occasions. The reason was in consequence of the cars undergoing improvements. The cars will soon be running as usual.

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

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

09/07/1884 Ottawa Free Press Carleton Place Ottawa, Broad Street

A neat frame building is being erected at the union Station for the accommodation of the Dominion Express Company whose offices here will be opened shortly.

09/07/1884 Ottawa Citizen Lachute

Fast time for Toronto.

A new timetable for the section of the Canadian Pacific Railway between Montreal and Toronto via Ottawa will come into effect on Monday 21st. By this new arrangement there will then be eight passenger trains between Ottawa and Montreal instead of four as at present. The time calculated for between Montreal and Toronto is twelve hours and the trains will be equipped with the best rolling stock which the company can procure. Two of the sleepers the "Quebec" and the "Peterborough" passed through here on Saturday and are as handsome and easy riding as were ever turned out of any car shops.

10/07/1884 The Equity, Bryson Pontiac & Pacific Junction

Editorial - The people of this county will be glad to learn that operations have been resumed on the line of the P.P.J. Railway. According to the Aylmer Times of last week over one hundred men are now scattered along the first ten miles, putting in culverts, building small bridges and otherwise preparing the road for laying rails, which part of the work is expected to commence next week. More.

14/07/1884 Ottawa Citizen Belleville

Ontario and Quebec about to be opened to traffic.

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

15/07/1884 Ottawa Citizen Canada Atlantic

Parlour cars. Canada Atlantic Ry. These popular cars are now running on the trains between Ottawa and Montreal after having been renovated, re-upholstered and otherwise renewed in first class style affording to the travelling public the comforts of the drawing room.

16/07/1884 Ottawa Citizen Canada Atlantic Casselman wood

What a railway does,

The little village of Casselmans, which but a short time ago was almost unknown to and had little in common with Ottawa, is now brought in close contact with it by the Canada Atlantic Railway. In one particular alone Casselmans has benefited considerably by the construction of this line. for 2,500 cords of hardwood have been cut in that vicinity for use in the Ottawa market.

17/07/1884 Ottawa Citizen Belleville

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

17/07/1884 The Equity, Bryson Pontiac & Pacific Junction

A resident of this neighbourhood who has been at work on the line of the Pontiac Railway, says that work is being pushed ahead at a very slow pace, the difficulty seeming to be that sub contractors and laborers have no confidence in the head contractors. Parties who had executed extensive jobs on the K. & P. railway were thus wishing to undertake portions of the work, but could not make any satisfactory arrangements with the contractors as the latter wished to bind them to complete the work within some stipulated period, without in turn giving security for the payment of the same. Between the dealings of the contractors and those of the company itself there seem to be a striking analogy - all has to be given and nothing received. And this is what we are to look upon as square dealing, good faith, etc. Some people may but we can't consider it as such.

17/07/1884 The Equity, Bryson Chalk River Petawawa

On the morning of the 2nd inst. The Petawawa station of the C.P.R. was destroyed by fire. Two cars of plasterers' material were also burned. The origin of the fire is unknown but incendiarism is suspected.

17/07/1884 The Equity, Bryson Kingston (CN)

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

18/07/1884 Ottawa Free Press Chalk River Carleton Place

Mr. A.C. Burgess, the enterprising C.P.R. restauranter, formally opened his elegant new dining room at Carleton Place Junction last night; on which occasion he entertained a large party, composed of the leading residents of Carleton Place, and a number of people from Ottawa, at a banquet. The Guards orchestra was present and furnished the music. Dancing was indulged in until an early hour this morning.

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

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

19/07/1884 Ottawa Citizen Belleville Kaladar

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

23/07/1884 Kingston Daily British Whi Kingston (CN)

Low Order of Dudes

They visit the city, they hail from Brockville, and they steal a dog.

On Sunday several young men came to the city from Brockville, returning to their homes per G.T.R. Mr. G. Powers and his spaniel, which he values as much as his right arm, accompanied them to the depot in a cab. One of the party, a former Kingstonian, asked Mr. Powers for the "purp." He was refused. On reaching the depot the visitors hurriedly boarded the train. Soon after Mr. Powers missed his dog, and as the train had not gone out he boarded it, but could not find the animal. He accused one of the visitors, the man who asked him for it, of taking the dog. He denied the charge. The train rolled off and Mr. Powers was a disappointed and sorry man. On Monday he telegraphed to one of the visitors several times but received no answer. Yesterday morning he sent a friend to Brockville, who captured the dog wandering about the town and brought him home. To recover his dog cost Mr. Powers \$10, and his friends here will bide their time and may yet get even with the dudes.

24/07/1884 The Equity, Bryson St. Lawrence and Ottawa Sussex Street

Some days ago a brigade of canoes reached Rockcliffe under the direction of Mr. Whitman, a Hudson Bay trader. The Indians making up his party had never seen a locomotive before and when the train came into Rockcliffe they cheered and jumped wildly.

25/07/1884 Renfrew Mercury Northern Pacific Junction Renfrew

The Northern Pacific Junction Railway is the mane of a proposed line from Callendar to Toronto. On Monday evening, Mr. J.C. Bailey, the engineer, and a number of surveyors arrived in Renfrew and remained over until the next day. When they went on they had added a cook and some laborers to their force. Renfrew will be made the headquarters of the party for securing provisions, supplies and extra men, as they are needed.

26/07/1884 Ottawa Citizen Chaudiere Chaudiere

The City Corporation in conjunction with the Canada Atlantic Railway Company, is doing good work in grading Broad Street in front of the railway stations. The work was decidedly needed.

28/07/1884 Ottawa Citizen St. Lawrence and Ottawa

Sets out a number of staff changes which include the suggestion that the St. Lawrence and Ottawa is being integrated into the CPR.

31/07/1884 The Equity, Bryson Pontiac & Pacific Junction

P.P.J. Railway. Great progress is being made with the work on this line by the contractors Messrs. MacDonald & Co. The line for the first ten miles is nearly ready for tracklaying and the only delay will be at Breakenridges creek which will be spanned by a steel superstructure, it is now on the way here and is expected every day by the contractors. Forty-eight miles of steel rails have arrived in Montreal and are now being shipped to the works. There are now over 200 men employed. The farmers along the line are bound to stop the works if possible by asking exorbitant prices for any produce they may have for sale. As an instance \$20 per ton for hay being charged by different parties on the line to sub contractors. Messrs. Armstrong & Co. are bound not to put up with this sort of thing and have had two cars shipped them from Riviere du Loup which will cost them delivered here about what the farmers have asked for theirs. The hay arrived Monday and will be sent up the line today. Aylmer Times.

31/07/1884 Ottawa Citizen Pontiac & Pacific Junction

Eardley Riots.

Much correspondence and comment about problems in obtaining land at a reasonable price for construction of the line.

01/08/1884 Renfrew Mercury Belleville Perth

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

06/08/1884 Ottawa Free Press St. Lawrence and Ottawa

A large force of men are at present employed effecting necessary repairs and reconstruction along the line of the St. Lawrence & Ottawa railroad.

THE EARDLY RIOTS. The following communication relative to the trouble between certain land owners in Eardley and the men employed on the P. P. J. Railway appeared in the Citizen of the 31st instant :

Sir, As you have seen fit to use my name in the matter of the anticipated riot in Eardley, I may be allowed a few words of explanation. The Consolidated Railway Act of 1869 gives a railway company the right to obtain a warrant of possession of any land on the line of a railway by depositing in a chartered bank a sum at least equal to twice the amount mentioned in the notice for arbitration. This warrant is so obtained on a petition, of which ten days' notice should be given to the land owner. No such petition was ever presented and consequently no warrant ever issued. Another means of obtaining possession is by a warrant based on the award of arbitrators. On the fifth of June last work began on the railway close to the property in dispute. No notice of an intention to arbitrate was given until the 11th of July. On the 12th the land owner named his arbitrator, although the Act gives him ten days delay to do so. The contractor took no steps to have a meeting of these two arbitrators until July 26th, and then it was found they could not agree upon a third arbitrator. On the 26th of July notice was given me that application would be made to the judge for the appointment of a third arbitrator. In order to expedite matters I consented to receive notice for the next judicial day, though by the Act six clear days' notice should have been given me. While I was preparing to meet this application some seventy-five men forcibly took possession of the lot. It was through me the militia were called out not that I feared any damage to the Eardley farmers, but in order to prevent my clients and their neighbors from inflicting too severe a chastisement on the trespassers. I regret the harm done to Mr. Shirley—an estimable man, I believe—but he was not even on the railway line when assaulted, and he should have known the danger of pushing the forcible entry already begun by the contractor beyond the lice which the railway is expected to take. As to the offer of a deposit of \$600, none such was ever made. I was asked to accept of it and referred the party making it to my client. Instead of going to him this party sent a man to say I wished to see him. When he came I told him I did not wish to see him. I was on the spot during the day and I can safely say Captain Jowsey (not Towsey) did his duty, and as to the irregular conduct of his command it most have been concentrated indeed when the fact is considered that it consisted of a lame corporal and one or two privates. I do not believe that your correspondent was within four miles of the scene of action. I do not think he questioned any one but Mr. Armstrong and his employees. He had every opportunity of knowing the facts I have recited as I stood opposite him fully ten minutes without eliciting even one sign of recognition although we are acquaintances. As to the claim Mr. Armstrong makes of having had possession of the right of way two years ago, a few facts may elucidate things. Any dealings then had were had between Mr. Perrault (sub-contractor) and me, Mr. Armstrong cannot pretend to be in the rights of Perrault, seeing the protest served on him by Perrault. Perrault got permission to work (not possession) on condition the land would be paid for before fall. He failed, and my client fenced in both ends of the work done (no side fence had ever been erected), and Armstrong & Co., under a new contract entered into with the company, began operations this year. Armstrong of 1882 is not Armstrong & Co. of 1884. Perrault is at war with Armstrong. The company's name is merely used for legal purposes, as the contractor is bound provide the right of way. As to the value of the land, I may say they take almost 11 acres leaving a strip of 10 acres inaccessible, and necessitate remodelling the farm through a breadth of one mile. The president of the road sold a neighboring farm of 100 acres of inferior land for \$4,500. As to the arrests, two of the three accused were not within three miles of Mr. Shirley when the affray took place.

In conclusion I quote Art. 407 of our Code : "No one can be compelled to give up his property except for public utility and in consideration of a just indemnity paid." I would also refer you to the English decision Reg. vs. Pearson, 5 L. R. Q. B. 237.

Yours truly, THOS P. FORAN.

Aylmer, 30th June, 1884.

08/08/1884 *Pembroke Observer* *Tramway* *Nosbonsing and Nipissing*

August 1st 1884, ten new flat cars made their way up the line of the CPR through the Ottawa Valley, being hauled by a very powerful locomotive, super-inscribed "Nosbonsing & Nipissing, J. R. Booth." At Bonfield the locomotive and cars were ferried across Lake Nosbonsing to where the railway was built.

08/08/1884 *Renfrew Mercury* *Belleville*

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

08/08/1884 *Renfrew Mercury* *Belleville* *Perth*

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

09/08/1884 *Ottawa Citizen* *Pontiac & Pacific Junction*

The contractors for the construction of the Pontiac Pacific Junction Railway having deposited in the Superior Court at Aylmer twice the value of the price of Mr. Jowet's(?) land, fixed by the arbitrators, Judge McDougall, yesterday, issued an order by which they can legally take possession and proceed with the work. With this end in view Mr. Shirley, Chief Engineer of the road, accompanied by Mr. Armstrong and Bailiff Flanders, proceeded up the line to carry this order into effect.

12/08/1884 *Ottawa Free Press* *Pontiac & Pacific Junction*

Four carloads of rails passed up the C.P.R. to Aylmer, on Saturday last for the Pontiac and Pacific Junction R.R. Track laying on the first ten miles of the new road will be completed shortly.

13/08/1884 *Ottawa Free Press* *Belleville*

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

14/08/1884 *The Equity, Bryson* *Chalk River* *Pembroke*

The engine and cars for Mr. J.R. Booth's railway went through Pembroke on their way to their destination on 1st. Inst. They ran over the track of the C.P.R. as far as Callendar, where they were taken in charge by the crew of Mr. Booth's steamer "Nosbonsing" and conveyed across Lake Nosbonsing to the point where the railroad runs to the lake. The railroad in question is one just finished by Mr. J.R. Booth of Ottawa. It is about six miles in length, and is to be utilized in carrying the timber and saw logs which are made up the South River, across a small isthmus, as it were, into lake Nosbonsing. More

15/08/1884 *Renfrew Mercury* *Chalk River* *Castleford*

The Castleford railway station has been moved down the track a mile or so nearer Sand Point.

15/08/1884 *Renfrew Mercury* *Chalk River* *Renfrew*

The engine and ten flat cars for Mr. J.R. Booth's Nosbonsing railway went up last week. This railway is six miles in length, and will carry timber from South River to Lake Nosbonsing.

21/08/1884 *The Equity, Bryson* *Pontiac & Pacific Junction*

Mr. Hurdman who owns land in the vicinity of the scene of the recent dispute on the line of the Pontiac and Pacific Railway, in giving his evidence said he sold his land to the company for \$35 an acre, and he considered that a fair compensation. His land he considered equally as valuable as that of Mr. Foran. Mr. Simard, the third arbitrator, felt that no one was better judge of the value of property than the owner who disposed of it at what he considered as a fair market value. This fact assisted the arbitrators in fixing the value of the property at \$37 an acre.

--Instructions have been issued to place the sleeper on the south track at the Union station every evening at eight o'clock, so that travellers may retire to their coaches early. The sleeper on the western express that arrives here at 4 o'clock in the morning will be shunted into the same track, and left there until nine o'clock in the morning, thus enabling the occupants to enjoy a full night's rest.

21/08/1884 *The Equity, Bryson*

Pontiac & Pacific Junction

As the progress of this line is doubtless of the utmost importance to our readers, we shall endeavour, from time to time, to put them in possession of all information in connection of same that can be gathered. According to last week's Aylmer Times, the company were put in possession of the land expropriated on the farm of John Jowsey under an order of the court, and have deposited \$808.50 in the Quebec Bank to await the results of the arbitration. Since the settlement of that difficulty work has progressed rapidly, large quantities of steel rails arriving daily. Tracklaying has commenced and the contractors expect to have the road completed to Quyon in a few weeks. The same authority says:

"There is a prospect of an early completion of the first ten miles of this road, as the company are now in possession and building the road across the properties of Messrs. Foran and Jowsey, the creditors having claims against the road under the old contract will therefore not have much longer to wait for a settlement as their just claims have to be paid out of the subsidy before the company receive a cent. Only for the miserable spirit of opposition displayed by the land owners by keeping back the road, the subsidy would have been earned and creditors paid off several weeks ago."

From a gentleman employed on the road we learned that seventeen teams were put to work on a place not previously touched in the vicinity of Mr. H. McLean's about 12 miles above Aylmer. The section in question is about a mile in length, and traverses several gullies which require to be bridged. Our informant also says it is expected work will commence in the course of a week or two about two miles below Quyon village. Owing to the recent difficulty in obtaining right of way through Mr. Foran's property, it appears some 60 French Canadians who were employed on the road refused to work any longer. In consequence of this the work was considerably retarded.

Mr. Shirley, the engineer, accompanied by Mr. Heath were prospecting on Saturday last in the neighbourhood of Mr. Wm. Clarke's, with the object of discovering a more practicable route than that surveyed. It is said the great descent between this point and Mr. Hughes' is an obstacle which will prevent the adoption of this line. People living along what is known as the "back route" have great hope their line will be taken. The line which would be the means of developing our natural resources, and which would pass through as large a portion of the country as possible, is the one we would like to see chosen, because in its construction lies our surest hopes of prosperity.

28/08/1884 *The Equity, Bryson*

Belleville

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

28/08/1884 *The Equity, Bryson*

Pontiac & Pacific Junction

Interview with the Vice President of the P.P.J. Railway.

Reporter - Good morning, sir.

Vice President (coldly) - Good morning.

Reporter - Have you any news about the railway?

Vice President - No, none whatever. I have been away from home for the last two weeks and consequently have nothing new.

Reporter - I called in this morning to see if I could get your name as a subscriber to THE EQUITY.

Vice President - Well as soon as you stop blackguarding and misrepresenting me and the rest of the members of the Company, I will take your paper and not till then.

Reporter - In what way have we misrepresented you?

Vice President - In the first place you published a statement that a number of ties lying at Sand Point were sold to the C.P.R., and that I, the vice president, was attending to the shipping of them, which was entirely wrong. The facts are that I had made a contract with the C.P.R. to deliver a number of ties, which unfortunately got stuck, so that I had to turn round and buy ties from a man in Westmeath in order to fill my contract. I floated them down the river as far as Sand Point, drew them up and shipped them there. You will see that had I followed your untruthful report I could have made you pay sweetly for it. All this sort of thing is done in order to damage me personally and to impair the influence of the Company in the county and elsewhere. At first we were all annoyed at the course of misrepresentation you pursued, but finally came to the conclusion to treat your utterances with silent contempt, and this we intend to do.

Reporter - Is it true you said after this by-law was carried that the railway would cross at Portage du Fort?

Vice President - No, I never said anything of the kind, neither before nor after the passing of the by-law, but I did say that the natural and most feasible crossing was at Portage du Fort. That this was the shortest and most direct route to Pembroke, but was of little use to the people and consequently had to be abandoned. The Black River route would make the road as long as the C.P.R. now is from Ottawa to Pembroke, and the asking of a bridge subsidy for Black River was simply an effort to kill the Company on the part of your members.

Reporter - Do you think Mr. Church has any notion of running for Pontiac again?

Vice President - No, I do not think he has the slightest notion.

Reporter - Well, why does he inquire about his chances for election through different prominent men in the county?

Vice President - I do not believe he ever enquired; and I will go further and say, that in my opinion, I believe Mr. Church considers Pontiac beneath him. I believe he would not represent you if you were to elect him by acclamation, as he would consider himself above such an honor as the representation of your county, and you can make the statement public if you choose.

Reporter - You could not elect Mr. Church for a pound keeper in Pontiac.

Vice President - I believe we could elect him, or get anything we want from the people if we applied.

Reporter - Well, Mr. Vice President, the main point at issue just now is whether we can count on you as a subscriber to THE EQUITY.

Vice President - Well you can send it along and if you stop blackguarding the railway company it will be alright. If you continue your misrepresentations I will return it.

28/08/1884 *The Equity, Bryson*

Pontiac & Pacific Junction

P.P.J. Railway The Aylmer Times says: Work on the above line is progressing favorably. Rails have been laid as far as Jowsey's and it is expected the engine will reach Breakenridges creek by Saturday. Yesterday, Mr. C.N. Armstrong, contractor, and Mr. W.R. Kenny, solicitor for the contractors, went up the line as far as the town line between Eardley and Onslow townships. Amicable arrangements for right of way and other purposes were made with the following gentlemen: Messrs. A.J. Parker, Wm. Bradley, Samuel McKibbin and James Leach. Mr. Armstrong, to accommodate the public, has kindly consented to put in a siding on the farm of James Leach on the town line, Mr. Leach giving the necessary land for the siding free. Evidently the decision of the arbitrators re. Foran has had a good effect.

03/09/1884 *Ottawa Free Press* *Other*

Brockville and Ottawa railway proposal, Brockville Air Line. Survey etc.

04/09/1884 *The Equity, Bryson* *Pontiac & Pacific Junction*

Progress of the P.P.J. Railway

Latest reports from Aylmer in connection with the work on this road say that the contractor expects to have the first ten miles of road finished by Saturday of this week. The second ten miles is to be completed within a month, all the work, with the exception of a few culverts and the laying of the iron now being accomplished. The completion of the second ten miles will bring the road nearly to Quyon village. One ballast train is running now as far as Breckenridge's, and a second gravel pit has been opened at James Hurdman's, about five or six miles above Aylmer. Altogether the work is being vigorously pushed forward.

04/09/1884 *The Equity, Bryson* *Pontiac & Pacific Junction*

While work on the lower end of the line is watched with interest by the people of Pontiac, much speculation is rife as to what route will be taken when the work of construction is commenced in the county. -- Having ascertained that the gradients on that part of the surveyed line between the Hill farm and the river could not be overcome without an enormous expenditure, the engineers set about looking at a more feasible track through the rear of Clarendon. Mr. Henry Heath, second engineer, who was prospecting in the locality last week with this view, reports that his investigations have been highly satisfactory. In the section of country travelled by him, he says, the (illegible) easy; the grades will be light and no heavy cuttings or fillings will be encountered. By adopting this new line it is contended that the entire road will be shortened about five miles; but in order to do this the line must be built back well in the interior of the county. For instance, commencing at a point below Quyon village, it would run about a mile and a quarter back of that place, keeping a course as nearly direct as possible until Clarendon is struck, about the 11th concession; thence on through that township crossing the twelfth concession diagonally into Litchfield. From here the road would be made so as to strike the old line, with the view of crossing at Lapasse, or, if more desirable, running up to the Coulonge chute and crossing there and from thence to the mouth of the Black River, across the foot of Allumette Island and from thence to Pembroke.

More - would lose much of its usefulness as a local road.

05/09/1884 *Renfrew Mercury* *Belleville* *Perth*

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

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

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

11/09/1884 *The Equity, Bryson* *Pontiac & Pacific Junction*

Great progress is now being made on the line, and today (Wednesday) it is expected that the first ten miles will be completed. The bridge at Breckenridges creek is spanned by an iron superstructure and trains have been running over it for the past two days. The next ten miles of the road is all graded and it is expected that by the end of the present month rails will be laid and the road in running order (Times).

11/09/1884 *The Equity, Bryson* *Pontiac and Renfrew* *Bristol*

The Bristol - The iron mine in the township of Bristol has been opened up by the Robertson Mining Company of Madoc, Ontario. Capt. Simmonds, agent of the company, visited Bryson on Tuesday last and he says the ore is of an excellent quality and from present indications, the supply almost inexhaustible. Quite a number of men are at work in the mine the product of which will be drawn across the river to Braeside as soon as the ice is formed, and shipped from thence to New York where it will be smelted. No doubt when the P.P.J. Ry. is an accomplished fact, we will be able to chronicle from week to week the opening up of new mines as it is well known that Pontiac is rich in mineral wealth.

18/09/1884 *The Equity, Bryson* *Pontiac & Pacific Junction* *Shawville*

Shawville News - Messrs. Shirley, Harris and Heath, the three engineers of the P.P.J. Railway were in town today. I believe it is undecided as to where the road will go.

18/09/1884 *The Equity, Bryson* *Pontiac & Pacific Junction*

There was an excursion on the P.P.J. Railway last week, the train going as far as the rails are laid. Flat cars decorated with evergreens were used on the occasion.

19/09/1884 *Renfrew Mercury* *Kingston (CP)*

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

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

19/09/1884 *Ottawa Free Press* *Metropolitan Street*

Account of special meeting of council to consider the By-law to grant authority to the Metropolitan Street Railway to construct and operate a street railway upon certain streets.

22/09/1884 *Ottawa Citizen* *St. Lawrence and Ottawa*

Advertisement of St. Lawrence and Ottawa Railway time table taking effect on 22 September 1884.

24/09/1884 *Ottawa Free Press* *Pontiac & Pacific Junction*

A brakeman named Jordan, on the Pontiac and Pacific Junction Railway had two fingers of his left hand taken off this morning while coupling cars, west of Aylmer.

26/09/1884 *Renfrew Mercury* *Chalk River* *Renfrew*

Account of derailment to engine of the wayfreight at Renfrew. Fireman killed.

02/10/1884 The Equity, Bryson Pontiac & Pacific Junction

The Aylmer Times says, that on Friday 19th ult. An accident occurred on the line of the Pontiac railway by which a young Englishman named Thomas Matthewson lost his life. It appears a construction train was proceeding from Aylmer to the upper end of the line conveying rails and other materials used in the construction of the road. It is customary for the train to be stopped at the different camps along the road to take up the workmen. On the morning in question the train approached a camp near Mr. Hurdman's farm and had nearly stopped, the men all being in waiting, when Matthewson took hold of a flat car which was in front of the engine and endeavoured to get on board. While running alongside he stumbled on some ballast lying along the track and fell and the forward wheels of the engine passed over his body mangling him in a frightful manner and causing an instant death. The body was placed on a flatcar and brought to Aylmer where it was placed in the engine house to await an inquest. Coroner Graham was notified and he arrived about 2 p.m. A jury was summoned of which Mr. James Klock was appointed foreman. Dr. C.M. Church having examined the body testified to the fearful nature of the injuries and was of the opinion that death must have been instantaneous. The engine driver and two other witnesses testified to the fact that the deceased tried to get on board the train before it had stopped although they shouted to him to wait. Albert Hawkes, a companion of the deceased, testified that he and Matthewson were Englishmen natives of London; had been in the country about a year and a half; and had been working on the Pontiac and Pacific Junction Railway about two weeks. Heard a shout as the train was approaching but did not know an accident had occurred. I boarded the train after it stopped; deceased and I came out of the camp together. He was walking behind me. He was a very sober steady man.

A verdict was rendered in accordance with the fact.

02/10/1884 The Equity, Bryson Chalk River Renfrew

Accident at Renfrew - see accident file.

02/10/1884 The Equity, Bryson Pontiac & Pacific Junction

Progress on the P.P.J. Railway.

The following is clipped from the Aylmer Times of last week:- "On Monday last we were invited by Mr. Shirley, Chief Engineer of the P.P.J. Railway to accompany him and the contractor, Mr. Armstrong, for a trip to the end of the completed portion of the road. These gentlemen were accompanied by their solicitor, Mr. W.R. Kenny, and Mr. Harris the company's engineer, and were on their way to attend a meeting with some of the representatives of the company and other chief residents of Pontiac County to see about adopting the back route and deviating from the original line some three or four miles. The line is said to be a much easier one to build and will be of the same benefit to the County of Pontiac. The amount of heavy work done on the line is really surprising over the portion that is already completed, but it is all done in a first class manner and speaks well for the ability and competency of the contractor, Mr. Armstrong, and his able assistants. The bridge which crosses Breakenridge's creek is a fine structure and solidly put together. This work was performed by contract under the able guidance of Mr. Frechette whom it can easily be seen understands bridge building to perfection. All the other bridges on the line will be built by the same gentleman, and we have no doubt but they will give unwarranted satisfaction. The station ground is now being prepared and got in shape by the contractor; it will be on Mr. Breakenridge's property and is expected to be built shortly. Mr. Farrell has charge of the track layers and is doing the job in capital style. He is noted for doing good work in short order. Mr. Pangburn the mechanical superintendent of the line had charge of the train on which we went up. He is an old railroad man and fills his position admirably.

The ballasting train is busily at work taking out the earth from Hurdman's ballast pit and putting the line in first class condition. We may say for a new road that it runs very smoothly and when finished will be one of the finest roads in the country.

The train returned to Aylmer about 7 o'clock.

Since the return of the above gentlemen, who attended the meeting at Mr. John O'Donnell's in North Onslow they speak highly of the treatment they received at the hands of the residents and beg to extend their kind thanks to Mayor McKinney of North Onslow, and his estimable lady for their graciousness on the occasion of their visit."

03/10/1884 Ottawa Citizen Prescott Chaudiere

Station Changes. Since the removal of Mr. C.W. Spencer to Montreal considerable changes have been made in the offices at the Union Depot, which will greatly facilitate the transaction of business, so far as the public are concerned. In connection with this it may be stated that the new coal dump, to which allusion was made some time ago, is now nearly completed and in a few days will be ready to use.

09/10/1884 Ottawa Citizen Prescott Chaudiere

A new weigh house is being erected at the east end of the new coal dump at the Canadian Pacific station here. This will be a great convenience to coal purchasers, as it saves them considerable time and cartage in the delivery of their fuel.

09/10/1884 The Equity, Bryson Pontiac & Pacific Junction

P.P.J. Railway. Mr. W.R. Kenney, Solicitor for Messrs. Armstrong & Co., contractors of the P.P.J. Railway was in Eardley yesterday and settled for right of way and executed deeds with the following parties:- Messrs. James Leach, P. Duffy, L. Brennan, J. Brennan, S. McKibbin, Wm. Bradley, A.J. Parker, Joseph Dowd and Jos. Findley. Mr. Kenney leaves for Black Bay on Friday to settle with all other parties who have agreed to accept the offer of company. Twenty car loads of rails arrived since Monday last. The work is progressing favourably and it is expected the Quyon will be reached by the middle of the month. (Aylmer Times)

10/10/1884 Ottawa Free Press Canada Atlantic wood

The wood trains on the Canada Atlantic Railway have been started again and are busily engaged in drawing wood from down the line to Ottawa.

12/10/1884 Ottawa Citizen Kingston (CP)

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

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

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

19/10/1884 Brockville Recorder Brockville Brockville

The confessions of Morgan, the CPR brakeman who robbed the mail, shows that most of the bags in use can be robbed without any evidence that such has been done. This revelation has produced consternation in the post office department in Ottawa and will probably lead to the bags being called in and more secure ones issued for use, Morgan passed through here today on his way to penitentiary.

23/10/1884 The Equity, Bryson Pontiac & Pacific Junction

An accident occurred on the line of the P.P.J. Railway last Thursday evening, which resulted in two men narrowly escaping death. The particular, as far as we have learned, are that twelve men were going down the track on a hand car in the direction of Aylmer when a locomotive unexpectedly came along. The men jumped off, and while some of them were endeavouring to remove the car from the rails the locomotive struck it, shattering it to pieces, and throwing two of the men several yards in the air. One had several ribs broken and the other received a severe gash in the face.

24/10/1884 *Ottawa Citizen* *Prescott* *Chaudiere*

The Canadian Pacific Railway company is conferring a great boon on the public who have business to do at the Union depot. Hitherto the yards about it have been a mass of abominable mud. They are now being graveled and there is every prospect that they will be more comfortable both for vehicles and pedestrians than heretofore. If the corporation could only mend the roads leading to it the public would feel still more obliged.

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

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

29/10/1884 *Ottawa Citizen* *Pontiac & Pacific Junction*

Mr. Harvey Johnson, conductor on the Pontiac Pacific Junction Railway, on Saturday last sustained a serious injury while coupling cars. His left hand was caught between the buffers and the thumb and first and second fingers were crushed. They had afterwards to be amputated. He was taken to Sorel where his father, Dr. Johnson, lives. He is a brother in law of Mr. Armstrong, the contractor on the road.

29/10/1884 *Ottawa Free Press* *Pontiac & Pacific Junction*

Mr. Henry Johnston, conductor on the Pontiac and Pacific Junction Railway sustained an accident last Saturday while coupling cars which necessitated the amputation of the thumb and first and second fingers.

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

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

03/11/1884 *Ottawa Free Press* *Ottawa City Passenger*

A cart laden with sawdust, while coming up Wellington street this afternoon, was run into by car No. 9 of the street railway at Stewart & Fleck's foundry, breaking the two hind wheels.

04/11/1884 *Ottawa Citizen* *Prescott* *Chaudiere*

Yesterday morning a shunter in the employment of the Canadian Pacific Railway whilst standing on top of a car being shunted on the St. L. & O. branch was struck on the neck by a telegraph wire and was thrown into the cab.

05/11/1884 *Brockville Recorder* *Kingston (CN)*

Rumour has it that the double line of track on the Grand Trunk Railroad between Kingston and Montreal has been temporarily abandoned. In the summer of 1883, many special trains ran, but tonight there were so few that extra accomodation is not regarded as necessary. Could this be due to competition from the recently opened Ontario and Quebec line. Ed.

07/11/1884 *Brockville Recorder* *Chalk River* *Chalk River*

A young man named Kiltie, engaged on the CPR at Chalk River some 120 miles above Ottawa, has gone deranged and wandered off into the woods. It is feared he has perished.

07/11/1884 *Ottawa Free Press* *Ottawa City Passenger*

Owing to the frozen state of the road down on the Chaudiere the street cars are running only as far as McDougall & Cuzner's hardware store on Duke street today. The tracks are covered with frozen mud from the above named place to the terminus of the track.

At about nine o'clock Wednesday night two cars of the street railway collided at the corners of bank and Sparks streets. No damage of any account was done. The occupants of the cars merely got a good shaking up.

11/11/1884 *Hull, Vallee d'Ottawa* *Pontiac & Pacific Junction*

La pose des rails sur le chemin de fer de Jonction du Pacifique se fait aujourd'hui rapidement. On atteindra Quio vers la fin de ce mois. Les dernieres pluies ont beaucoup empeche l'avancement des travaux.

13/11/1884 *The Equity, Bryson* *Pontiac & Pacific Junction*

Editorial on the route chosen.

13/11/1884 *The Equity, Bryson* *Pontiac & Pacific Junction*

It is reported work will be completed to a point two miles below Quyon village by the end of this week. As it is here where the line will turn off to take either back or front routes, operations will likely cease for a while until the route is definitely settled upon.

14/11/1884 *Brockville Recorder* *Westport* *Farmersville*

Farmersville town hall was completely filled Monday afternoon by influential gentleman interested in the building of the Brockville, Westport and Sault Ste. Marie Railway. Dr. Preston, MPP, presided.

14/11/1884 *Ottawa Citizen* *Pontiac & Pacific Junction*

The Directors of the Pontiac Pacific Junction Railway have made arrangements with the Canadian Pacific Railway for the use of a certain amount of rolling stock belonging to the latter line which will be used as far as Quio until such time as the Pontiac line obtains its own. This will enable the Pontiac line to run its trains at once.

15/11/1884 *Ottawa Citizen* *Kingston (CP)*

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

15/11/1884 *Hull, Vallee d'Ottawa* *Pontiac & Pacific Junction*

La construction de la station de Breakenridge, sur le chemin de Pontiac et Pacifique se poursuit avec rapidite. La station qui devait etre construite sur la terfe de M. Riope at Black Bay, Eardley sera placee a la demande du plus grand nombre, au chemin de Black Bay.

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

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

22/11/1884 Hull, Vallee d'Ottawa Buckingham

Les travailleurs sur une section de l'embranchement du chemin de fer en voie de construction sont mis en greve au commencement de la semaine et ont demande a M. Raphael des gages plus eleves. M. Raphael n'a pas voulu a rendre a leur demande et ils ont ete obliges de reprendre l'ouvrage aux memes conditions.

25/11/1884 Ottawa Free Press Ottawa City Passenger

The street railway cars, owing to the frozen mud at the first Sussex street switch jump the track almost every trip.

27/11/1884 The Equity, Bryson Pontiac & Pacific Junction

P.P.J. Railway. - The line it is expected will be pushed to Quyon by the end of the present week and we understand that the contractors have made an arrangement with the Canadian Pacific Railway for the use of a certain amount of rolling stock belonging to the latter, which will be used as far as the Quyon until such time as the Pontiac line obtains its own. (Times).

27/11/1884 The Equity, Bryson Pontiac & Pacific Junction

Further editorial on the route.

28/11/1884 Ottawa Free Press Chaudiere Chaudiere

Improvements are being made at the Canada Atlantic depot, Chaudiere, to facilitate the shipment of lumber during the winter months. Two new plank walks have been constructed and rails laid, for the accommodation of five trains side by side.

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

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

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

29/11/1884 Hull, Vallee d'Ottawa Pontiac & Pacific Junction

M. l'ingenieur du gouvernement a l'inspecte le chemin de Jonction de Pontiac et du Pacifique. Le chemin est maintenant construit sur une distance de 22 milles, et les trains de passagers et de fret doivent commencer a circuler le dix decembre prochain depuis Aylmer jusque'a Quio.

03/12/1884 Ottawa Citizen Carleton Place Chaudiere

The exhibition car of the Canadian Pacific Railway containing samples of agricultural produce from Manitoba and the North-West will arrive at the Union Station today and will be open to public inspection for a couple of days.

04/12/1884 The Equity, Bryson Pontiac & Pacific Junction

It is said that passenger trains will commence to run on the Pontiac Railway between Aylmer and Quyon village this week, but as to how often it is not yet known. The people of Quyon are to be congratulated on securing this convenience at last. We hope it will not be long until we have the opportunity of chronicling the arrival of the "iron horse" at points further up the line.

04/12/1884 The Equity, Bryson Pontiac & Pacific Junction

NOTES FROM AYLMEER. From our own correspondent.

Though commercial matters have been more than unusually brisk for the past few weeks still I am unable to recall much that is of more than local interest, or that could fairly claim even the cursory attention of your readers. Things have been going on in the quiet and accustomed manner, being only occasionally disturbed by the happening of some new accident on the Junction Railway, or some little story of more than ordinary pungency not perhaps intended as complimentary to those immediately concerned. The good natured people of Pontiac are no doubt anxiously awaiting the completion of the railway that has been promised them so long, and they may derive some encouragement from the reasonable inference that the construction of the first thirty miles assures the completion at no very distant date of the entire road. Yet when the road will really be finished is still uncertain; the enterprise is beset with many difficulties, some of which are attributed to the absence of capital. The portion already completed has been inspected by men of much experience in railway matters who, I believe, have spoken very highly of the permanency and general stability of the work and the running efficiency of the road. And it must be confessed that Mr. Armstrong, the contractor, though harassed in many ways has had the work done in a very creditable manner. Arrangements have been made providing for the running of passenger trains between Aylmer and Quyon, which, it is said, are to come into operation during the present week, to the great delight of the inhabitants of Onslow. It is to be hoped that those engaged to secure the right of way will use more caution in the county of Pontiac than they did in the township of Eardly, where much trouble and annoyance could easily have been avoided by the smallest concessions on the part of the company.

05/12/1884 Renfrew Mercury Pontiac and Renfrew Kilroy mine

The Bristol correspondent of the Pontiac Advance says that the iron mine at Kilroy's has at present only sixteen men and three spans of horses at work; but these are steadily mining the ore. As soon as ice can be made, teams will be engaged to draw the ore to Braeside. Next year it is intended to build a horse railway from the mines to the river - distant three miles - and then by steam barge the cars will be conveyed across the river and put upon the C.P.R. track.

05/12/1884 Renfrew Mercury Pontiac & Pacific Junction

The directors of the Pontiac Pacific Junction Railway Company have made arrangements with the C.P.R. for use of a certain amount of rolling stock belonging to the latter line, which will be used as far as Quyon until such time as the Pontiac line obtains its own. This will enable the Pontiac line to run its trains at once.

05/12/1884 Ottawa Citizen Chaudiere Chaudiere

The Canada Atlantic Railway in order to accommodate their largely increased traffic in the shipment of lumber have laid extra tracks at their Chaudiere Depot. This will very much facilitate the movement of lumber during the winter months.

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

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

05/12/1884 Ottawa Free Press Buckingham

--the new railway being constructed from the C.P.R. main line to Buckingham village, will afford the workers every convenience.

06/12/1884 Ottawa Free Press Pontiac & Pacific Junction wood

A gentleman from the Quio reports operations brisk on the Pontiac and Pacific Junction R.R. Work on the track has been suspended for the winter, but most of the men are now employed getting out ties and chopping wood for the company.

Buckingham Branch.

Mr. T. Raphael, contractor for the Buckingham branch of the CPR was in the city Saturday last. Mr. Raphael says the work is progressing favourably and the roadbed will be finished this week. The track will be laid without delay upon completion of the roadbed so that the branch will be in operation at an early day. It will prove a great boon to the phosphate miners and the people in that section, enabling them to escape a piece of the most wretched road in the country, rendered so by the great number of heavily laden teams from Buckingham village to the C.P.R. station on the main line. Mr. Raphael deserves much credit for the speedy manner in which he has pushed forward this contract.

09/12/1884 *Ottawa Citizen**Canada Atlantic**Elgin street*

Sir John MacDonald arrives at the Canada Atlantic station at noon today. No doubt there will be a large and enthusiastic number of people present to welcome him back from England. A band will be in attendance and an address will be presented by the Liberal-Conservative Association. There is a description in the next day's paper. The train was 30 minutes late.

10/12/1884 *Hull, Vallee d'Ottawa**Pontiac & Pacific Junction*

L'entrepreneur du chemin de fer de Pontiac a invite hier les directeurs de la compagnie a faire une inspection de cette voie ferree. MM. Church, Wurtele, White et quelques autres eu consequence, pris passage sur un train special et ont visite toute la ligne depuis Aylmer jusqu'a Quio. Ils sont revenus plaisamment satisfaites de leur excursion.

10/12/1884 *Ottawa Citizen**Pontiac & Pacific Junction**Quyon*

Railway Development

Another Twenty Miles Added to the Network.

The Directors of the Pontiac and Pacific Railway take a trip on the Completed Portion of their Line.

This is essentially an age of railways and those who fail to make hay while the sun shines in the way of railway enterprise must of necessity fall behind in the march of progress. It is within the recollection of comparatively young people when the St. Lawrence and Ottawa Railway controlled the trade of the Ottawa district and ran its lightning expresses. Now the "snort of the iron horses" is heard on all sides of the city, over forty passenger trains arriving and an equal number departing daily, in addition to innumerable freights and specials. The Capital is in fact the centre of a system surpassed only by that of the Queen City in the west. The latest addition to the Ottawa valley network is the first twenty miles of

THE PONTIAC AND PACIFIC RAILWAY

commencing at Aylmer and running as far as the Quyon. Yesterday the first passenger train ran over the line, having on board, Hon. L.R. Church, the president; Mr. Peter White, M.P.; Mr. Hector McLean, Warden of the County of Ottawa; Mr. R. White, Montreal Gazette; Mr. W.J. Conroy. Mr. W. McAllister and Mr. George Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, Speaker of the Quebec Legislature; Dr. Collar Church; Mr. C.N. Armstrong, the contractor; Mr. Shirley, his Chief Engineer; Mr. Harris, the company's engineer; Mr. W.R. Kenny, the company's solicitor; Mr. Panghorn, the superintendent of construction; and a representative of the Citizen. The train left Aylmer at 11 o'clock a.m. and ran alongside the Ottawa River so far as Breckenridge, the scene of the recent farce where the Riot Act was read in the glare of the noon day sun as the "mob" were quietly engaged in munching their mid-day meal. Several creeks are crossed by culverts and bridges substantially built, and the scenery in every direction is varied and interesting.

THE FIRST STATION

is on the Breckenridge farm and contiguous to the main road. It is solidly built and wears an air of comfort. The bridge here is built with steel plate girders. The station is named after Mr. Breckenridge, who from the first has been friendly disposed towards the contractor, assisting rather than retarding his work. This is in striking contrast with the conduct of others equally as much interested in the completion of the road. Leaving this point the road passes through the heart of one of the richest farming districts in the Ottawa Valley. The land is as level as the prairie and the farmers are all wealthy and have well stocked farms. as many as 80 head of cattle were observed on one farm. The next station is named Eardly after the township in which it is situated and is distant from Aylmer about fourteen miles. In this district Ferris' creek is spanned by a substantial pile bridge.

CONSTRUCTED ON A NEW PRINCIPLE

by Mr. Shirley. The piles are braced by diagonals secured by whalings, straps and bolts, and faced with cedar plank. The timber used in this and all the other bridges has been carefully selected, and was furnished for the most part by Messrs. Conroy and Mr. M.E. Cormier. At this point Mr. Hector McLean's farm is reached, and it is indeed worthy of the name a farm, embracing as it does 2,000 acres, valued at \$100,000. His mother's property is in the immediate vicinity - a stock farm of 600 acres. Several gullies are then encountered, one the McLean gully, crossed by a trestle bridge 300 feet in length. Two miles from this point the road passes from Ottawa County into Pontiac, leaving the level and gradually reaching a plateau and extending beyond the Quyon station,

THE PRESENT TERMINUS

of the line, and distant between 20 and 21 miles from Aylmer. The route from this point has not yet been definitely settled, there being three to choose from. Whichever one is selected will run in the direction of the Chats Rapids, the head of thirty miles of navigation and the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract bind the contractor to make the survey, locate the route, design and build all structures, and iron the road ready for rolling stock, subject to the approval of the Dominion and Provincial railway inspectors, both of whom have already passed over the completed portion and expressed themselves satisfied with the result. The contract was signed in June last and considering what the contractor had to contend against he has done well. Very

FAVOURABLE REPORTS

have been made of the work by Mr. Walter Shanly, C.E., and Mr. Peterson, C.E. The road bed is particularly good, and when the final ballasting is put on will be one of the best in the Dominion. It is destined to be a fast road too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature. The old site at La Passe for a bridge over the Ottawa where there is a depth of 52 feet of water has been abandoned and a new one adopted with a maximum depth of 26 feet. The contractor has the privilege of running passenger and freight trains over the road until it is finally completed, and we understand, will put on

A SERVICE NEXT WEEK

This will be hailed with delight by the people of Quyon and the district tapped. The party returned to Aylmer at two o'clock and enjoyed the hospitality of Mr. Armstrong at Mrs. Richie's hotel, where a capital lunch was served up and the wine flowed freely. Hon. Mr. Church proposed the health of the contractor, referring in warm terms the manner in which he had done so far his work, and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a next speech, at the conclusion of which, he expressed the hope that by this time next year the same party would gather round the festive board at Pembroke and celebrate the completion of the line, bridge and all.

The firm of Soper and Ahearn, of this city, constructed the telegraph line in connection with the road, as well as supplied the various stations with the necessary instruments. It is needless to add that the firm carried out the contract creditably, as all work undertaken by that firm is always excellently done.

10/12/1884 *Montreal Gazette**Pontiac & Pacific Junction**Quyon*

The Gazette carried an almost verbatim account to that of the Citizen.

11/12/1884 *Hull, Vallee d'Ottawa**Buckingham*

M. Raphael, l'entrepreneur de la branche de Buckingham, a notifie les autorites de Pacifique que lundi prochain (15) le terrassement sera pret pour la pose des dorments et des rails.

11/12/1884 Ottawa Free Press Pontiac & Pacific Junction

A serious accident occurred yesterday evening on the Pontiac and Pacific Junction Railway. As Chas. McDougall, was coupling cars at Black Bay station, his hand was caught between the connecting trains and fearfully mangled.--

12/12/1884 Ottawa Citizen Pontiac & Pacific Junction Quyon, Aylmer

The construction train of the Pontiac and Pacific railway on Tuesday night brought down to Aylmer from Quyon nearly ninety passengers. This looks as though there will be considerable passenger travel when the road is open.

12/12/1884 Ottawa Citizen Chaudiere Richmond Road

The Canada Atlantic Railway Company, with commendable enterprise, have just erected a neat passenger station at the end of the Chaudiere branch at Richmond Road. This will be a great convenience to the travelling public, and shows that the company are determined to do all in their power for the convenience of their patrons. Check this date s/b 1883?

12/12/1884 Ottawa Free Press Chaudiere Chaudiere

The Canada Atlantic Railway have erected a neat and sufficiently commodious passenger depot at the Chaudiere station.

12/12/1884 Renfrew Mercury Kingston (CP)

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

12/12/1884 Renfrew Mercury Eganville Eganville

A meeting of ratepayers was held in the City Hotel, Eganville on Saturday evening last, to consider the best means to induce the Kingston and Pembroke Railway Company to build a branch line from Tenfrew to Eganville. More.

18/12/1884 The Equity, Bryson Pontiac & Pacific Junction

OPENING OF THE PONTIAC RAILWAY

The first passenger train passed over the Pontiac Pacific Junction Railway last Tuesday week from Aylmer to the Quyon, formally opening the first twenty miles of the road. The passengers were Hon. L.R. Church, the president; Mr. Peter White, M.P.; Mr. Hector McLean, warden of the county of Ottawa; Mr. R. White, Montreal, Mr. W.J. Conroy, Mr. McAllister and Mr. Geo. Boulton, directors; Chief Justice Armstrong; Mr. Wurtele, speaker of the Quebec legislature; Dr. Collar Church, Mr. C.N. Armstrong, the contractor, and Mr. Shirley, his chief engineer; Mr. Harris, the company's engineer; Mr. W.R. Kenny, the company's solicitor and Mr. Pangburn, superintendent of construction. The train left Aylmer at 11 o'clock a.m. and ran alongside the Ottawa river as far as Breckenridge. Several creeks are crossed by culverts and bridges substantially built, and the scenery in every direction is varied and interesting. The first station is on Breckenridge farm and contiguous to the main road. It is solidly built and wears an air of compactness. The bridge here is built with steel girders. Leaving this point the line passes through the heart of one of the richest farming districts in the Ottawa valley. The land is as level as the prairie and the farmers are all wealthy and have wells stocked farms. As many as 80 head of cattle were observed on one farm. The next station is named Eardley, after the township in which it is situated, and is distant from Aylmer about 14 miles. In this vicinity Ferris creek is spanned by a substantial pile bridge, constructed on a new principle by Mr. Shirley. The piles are braced by diagonals secured by whalings, straps and bolts and faced with cedar plank. The timber used in this and in all the other bridges has been carefully selected, and was furnished for the most part by Messrs. Conroy and N.E. Cormier. At this point Mr. Hector McLean's farm is reached, and it is indeed worthy of the name of a farm, embracing as it does 2,000 acres, valued at \$100,000. His mother's property is in the immediate vicinity, a stock farm of 600 acres. Several gullies are then encountered, one - the McLean gully - crossed by a trestle bridge 400 feet in length. Two miles beyond this point the road passes from Ottawa county into Pontiac, leaving the level and gradually reaching a plateau and extending beyond the Quyon station, the present terminus of the line, and distant between twenty and twenty-one miles from Aylmer. From Quyon to the Chats Rapids three routes were open and the directors, it is understood, have chosen that known as the front line. This point is at the head of 30 miles of navigation, and is the seat of a water power equal in extent to that of the Chaudiere. The terms of the contract with the company bind the contract to make the survey, locate the route, design and build all structures and iron the road ready for the Dominion and provincial railway inspectors, both of whom have already passed over the completed portion and expressed their satisfied with the result. The contract was signed in June last, and, considering what the contractor had to contend against, he has done well. Very favourable reports have been made of the work by Mr. Shanly, C.E. and Mr. Peterson, C.E. The roadbed is particularly good, and when the final ballasting is put on will be one of the best built in the Dominion. It is destined to be a fast road, too, as the grade is easy, the maximum being something like fifty-two feet per mile with a four degree curvature. The old site at La Passe for a bridge over the Ottawa, where there is a depth of 52 feet of water, has been abandoned and a new one adopted with a maximum depth, of 26 feet. The contractor has the privilege of running passenger and freight trains over the road until it is finally completed, and will put on a service next week. This will be hailed with delight by the people of Quyon and district tapped. The party returned to Aylmer at 2 o'clock, and enjoyed the hospitality of Mr. Armstrong, at Mrs. Ritchie's hotel, where a capital lunch was served up. Hon. Mr. Church proposed the health of the contractor, referring in warm tones to the manner in which he had so far done his work, and dwelling briefly on the importance of the road to the district. Mr. Armstrong replied in a neat speech, at the conclusion of which he expressed the hope that by this time next year the same party would again gather round the festive board at Pembroke and celebrate the completion of the line, bridge and all.

19/12/1884 Ottawa Citizen Sussex Street

Lett awarded \$5,800 in his suite against St. L&O for the loss of his wife.

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

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

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

26/12/1884 Renfrew Mercury Belleville Perth

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

31/12/1884 Ottawa Citizen Kingston (CP)

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