

# Local Railway Items from Ottawa Papers - 1885

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

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

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

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

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

**03/01/1885 Ottawa Citizen Chaudiere Chaudiere**

The new passenger station of the Canada Atlantic Railway at the Chaudiere was opened for the convenience of passengers on New Year's Day. It is a very neat and comfortable building and will be no doubt appreciated by passengers at the West End.

**08/01/1885 The Equity, Bryson Pontiac & Pacific Junction**

By reference to our advertising columns it will be seen that the P.P.J. Railway time table appears therein. In order to give the greatest possible facilities to the people of Pontiac, Mr. Armstrong has decided to run two trains daily for the present time, and if the traffic is sufficient, will continue so doing, if not only one train will be run per day.

Timetable advertisement. Pontiac Pacific Junction Railway Time Table to take effect Dec. 22, 1884.

Leave Aylmer  
No. 3 Mixed 10.00  
No. 1 Passenger 6.00 p.m.

Leave Quio  
No. 2 Passenger 6.30 a.m.  
No. 4 Mixed 1.30 p.m.

Connections are shown to and from Ottawa.  
C.N. Armstrong, General Manager  
G.W. Pangborn, Superintendent

**10/01/1885 Hull, Vallee d'Ottawa Buckingham**

Les autorites du chemin de fer du Pacifique doivent bientot enlever tous les bancs a Phosphate de la gare de Buckingham et en transporter en partie au terminus de l'embranchement de Buckingham, et la balance doit etre placee a Montreal pour donner plus la facilite a l'exportation de ce mineral.

La compagnie du chemin de fer du Pacifique se propose de construire des elevateurs pour la phosphate a l'extremite du nouvel embranchement de Buckingham.

**10/01/1885 Ottawa Free Press Buckingham**

--The railway company contemplate shortly removing the bins from the station here to the village wharves at the head of the falls to which place the phosphate is brought down in scows from the mines. When the branch C.P.R. line of railway, extending from the station to the village, a distance of four miles, is finished, the hundreds of teams that have heretofore been utilized drawing down the phosphate, will be compelled to seek other occupations. The branch line will no doubt be a great boon to miners. The work of construction is progressing rapidly.

**12/01/1885 Ottawa Free Press Buckingham**

The construction of the branch rail road from the C.P.R. main line to the village of Buckingham is being rapidly pushed. The line is now all graded, and will be ironed in the spring when trains will be run over it. The finishing of the line will throw a large number of horses on the market, some 400 or 500 teams having been employed in hauling phosphate and timber. The effect has already been felt in the depreciation in their value.

**13/01/1885 Hull, Vallee d'Ottawa Lachute Gatineau**

Gatineau. Le chemin de fer du Pacifique a ici une station don't l'utilite est encore une enigme. Non seulement les trains express lui passent au nez a toute vapeur, mais les trains mixtes se font prier pour y faire un arret le quelques secondes. Sous pretexte que les affaires ne payaient point la compagnie a ferme son bureau, retire son agent et oblige aujourd'hui nos marchands qui recoivent leurs effets de Montreal, a aller les chercher aux entrepots de Hull ou d'Ottawa.

**15/01/1885 The Equity, Bryson Pontiac & Pacific Junction**

Revised timetable - more elaborate printing with picture of a train.

Service reduced to Mixed trains

On and after January 12 train with passenger car attached.

Leave Quio 9 a.m.

Leave Aylmer 6.00 p.m.

Connections to and from Ottawa.

**15/01/1885 The Equity, Bryson Pontiac & Pacific Junction**

Nothing definite, we understand, has been arrived at yet in connection with the route of the Pontiac Railway. Two weeks ago it was rumored that an agreement had been made between the company and the contractors whereby the centre route was to be taken, and although it was shortly afterwards discovered to be only a canard still, from what is daily transpiring, it seems very probable the route mentioned will be the route taken. It seems that the company are anxious that this route should be selected; and the contractors in view of reducing expenditure prefer taking that through the back portion of the county. To build the road in the locality desired by the company, the contractors ask a compensation of money, which it is said, the former refuse to give, and this the matter rests. Another was current to the effect that the location was settled for the centre route, and that the government had paid over part of the subsidy due according to the mileage completed retaining the balance as a guarantee that twenty-five miles of road should be built and placed in running order in the county by the end of this year. We cannot say anything for the correctness of this rumor. The directors of the company held a meeting in Ottawa last Wednesday, at which it was expected the situation would be considered. It is to be hoped something satisfactory to the people of Pontiac was the result. Why so much secrecy and underhand proceeding in connection with the road we are at a loss to understand.

**16/01/1885 Renfrew Mercury Kingston (CP)**

Timetable advertisement commencing December 29, 1884.

**16/01/1885 Renfrew Mercury Pontiac & Pacific Junction**

Trains are now running regularly on the Pontiac and Pacific Junction Railway. The trip from Aylmer to Quio is made in a little over an hour and a half.

**20/01/1885 Shawville Archives Buckingham**

The Buckingham branch of the Canadian Pacific Railway has been graded from end to end and will be opened on the 1st of May next. The company have erected spacious bins at the upper landing at Buckingham village for the storage of phosphate, and will no doubt do a large business in transporting that mineral. Also reported verbatim in Ottawa Citizen 21 January.

**20/01/1885 Shawville Archives Pontiac & Pacific Junction**

Off the track. The engine of the P.P.J. railway got off the track on Sunday last about three miles above Aylmer. The track was covered with ice and snow which was the cause of the run off. She was, however, got on again on Monday, and is now making her regular trips between Aylmer and Quyon. Check date.

**22/01/1885 Ottawa Citizen Canada Atlantic locomotive**

Heavy train. Engine No. 5 of the Canada Atlantic Railway leaves this morning with a freight consisting of 25 cars of lumber for the American market.

**22/01/1885 The Equity, Bryson Pontiac & Pacific Junction**

Mr. Chas. McGee of Ottawa has been appointed by the Department of Railways and Canals to collect the claims against the sub contractor of the Pontiac Pacific Railway so that they may be adjusted before the federal subsidy is paid. The government retains \$28,000 to cover legitimate claims by which is meant work performed on the line, materials and supplies used in construction.

**26/01/1885 Ottawa Citizen Belleville Smiths Falls**

Accident at Smiths Falls. Also reported in Ottawa Free Press 24 January. See Accident file.

**27/01/1885 Ottawa Citizen Buckingham Buckingham**

The C.P.R. commenced removing the phosphate bins from the old station to the future terminus of the road at the upper landing Buckingham Village.

**30/01/1885 Renfrew Mercury New York Central**

The Ontario & Pacific Railway Co. have given notice that they intend to apply to parliament for an amendment of their charter so as to enable them to run the line by the shortest practicable route between Cornwall and Sault Ste. Marie, and also to sell any branch lines after building them.

**02/02/1885 Ottawa Free Press Buckingham**

Mr. T. Raphael, the contractor for the C.P.R. phosphate branch line from Buckingham station to the village, a distance of four miles, is in the city and staying at the Russell House. The grading of the line was completed last week. The rails will be laid in March, and the branch open for traffic in April next.

**10/02/1885 Ottawa Citizen Canada Atlantic Rouses Point**

On Monday next the Canada Atlantic will open to traffic to Rouses Point whence it will connect with the entire American railway system.

**10/02/1885 Ottawa Free Press Canada Atlantic**

The Canada Atlantic Railway will be opened on Monday next for through traffic to Rouses Point and the entire American railway system.

**12/02/1885 The Equity, Bryson Pontiac and Renfrew Bristol**

The ore taken from this mine still continues to be very rich. The shaft is now forty feet deep, and from present appearances the mineral appears to be inexhaustible. Teams are drawing the ore to Braeside for which is received 35 cents per ton. A team can draw three tons per load and can make on an average three trips per day. The distance between the mine and Braeside is four miles. Some time ago the principals of the Mining Company waited upon the P.P.J. Railway company to ascertain where the road was going to run and received an answer to the effect that in any case the line would run near the mine. If the railway passes at or near Shawville, it is, we understand, the intention of the Iron Mining Company to build a branch line to that point. If back of Shawville a mile or more they will construct a ferry to carry the ore to the C.P.R. in summer time. If the promises of the P.P.J. Railway directors are all to be taken as bona fide, by the time the line is constructed, it will spread over the greater part of the country lengthwise and crosswise.

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

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

**14/02/1885 Hull, Vallee d'Ottawa Pontiac & Pacific Junction**

La compagnie du chemin de fer de Pontiac et pacifiqueaura une assemblee, mercredi prochain, pour decider finalement sur le choix de la route a suivre depuis Quio jusqu'au point ou le chemin devra traverser la riviere Ottawa.

**16/02/1885 Hull, Vallee d'Ottawa Pontiac and Renfrew Bristol**

L'Observer de Pembroke dit que la mine de fer de Bristol est en pleine operation, et elle parait etre inepuisable. Le mineral de fer se vend 35 cents la tonne a Braeside, distance de quatre milles de la mine.

Une attelage peut transporter trois tonnes par voyage et faire trois voyages par jour. Les proprietiers de la mine attendent la decisionque doivent prendre les directeurs du chemin de fer Pontiac et Pacifique au sujet du trace que suivra leur chemin, et construiront ensuite un embranchement du chemin de fer pour leur propoe compte.

**17/02/1885 Hull, Vallee d'Ottawa Pontiac & Pacific Junction**

Les trains du chemin de fer du Pontiac et Pacifique ne circulent plus d'Aylmer a Quio depuis les recentes difficultes entre l'entrepreneur du chemin et la compagnie.

**18/02/1885 Ottawa Citizen Pontiac & Pacific Junction Aylmer**

The Pontiac and Pacific Junction Railroad is now out of the hands of the contractors. The company proper have taken over the road and it is expected will shortly form a construction company to push the work on rapidly in the spring.

**19/02/1885 The Equity, Bryson Pontiac & Pacific Junction Bryson**

At a meeting of the council of the village recently a committee was appointed to look into and report upon the possible chances of a possible railway route between Shawville and Bryson. The committee finished locating the line Saturday last, and they are said to have discovered a route, equal if not superior, to any yet reported on. A full report will be sent to the P. & P. J. Railway Company, who will, we understand, send an engineer to ascertain whether the route is feasible or not. Since writing the above, Messrs. Passison and Ritchie have drawn out a map of the route, and the former gentleman with Mr. Henry Porteous went to Ottawa on Tuesday to attend a meeting of the Company held in the Russell House yesterday, for the purpose of finally locating the route, and to lay upon the meeting a full report together with the map already spoken of. They consider their claim very strong.

**19/02/1885** *Ottawa Free Press* **Pontiac & Pacific Junction** **Quyon**

The Quyon village, in the province of Quebec, promises to be an enterprising little town in a few years. A large new saw mill is in course of erection now and other past improvements are being made. The residents expect a rapid growth of population then the train will run regularly into their village.

**20/02/1885** *Ottawa Free Press* **Carleton Place** **Ottawa, Broad Street**

A large force of men are at work in the R.R. yards clearing snow. At the C.P.R. a train is in active service and the snow is being put on flat cars, drawn to the bridge and thrown into the river.

**20/02/1885** *Ottawa Citizen* **Pontiac & Pacific Junction**

The Pontiac and Pacific Railway Company have decided to dispossess their contractor Mr. C. Armstrong of his contract. A difficulty has arisen between the company and its contractor over the selection of a route.

**21/02/1885** *Ottawa Free Press* **Buckingham**

The C.P.R. have nearly completed the removal of the phosphate bins from the present station to the Upper Landing, Buckingham village.

**23/02/1885** *Ottawa Free Press* **Chaudiere** **Chaudiere**

An excavation is being made for the foundation of a house at the corner of Ottawa and Bridge streets. Should the C.A.R. build a station near No. 1 fire station, as is expected, Ottawa street will come into some prominence as the most direct route between the two stations.

**26/02/1885** *The Equity, Bryson* **Pontiac & Pacific Junction**

Timetable advertisement ceases to appear in the Equity.

**26/02/1885** *The Equity, Bryson* **Pontiac & Pacific Junction**

Account of meeting between Bryson committee and P.P.J. Railway will follow up.--

Armstrong has given up the contract - difficulty with the route. Armstrong wanted the back route while company wanted the front route.

Will run the line as close to the Bristol Mine as practicable, Mining Company will give three car loads per day year round, probably within a mile or two.

**26/02/1885** *The Equity, Bryson* **Pontiac & Pacific Junction**

We have heard on good authority that another party of practical engineers (?) are about to start out on the back line, taking steps in the same direction as the Bryson committee and that overtures have been made to Armstrong & Co., the late contractors, offering a free right of way.

**27/02/1885** *Ottawa Citizen* **Pontiac & Pacific Junction**

Pontiac and Pacific Railway. The company has suspended the running of trains owing to a misunderstanding existing between the company and the late contractor. The company shortly hope to adjust matters and be able to resume the train service.

**27/02/1885** *Renfrew Mercury* **Brockville** **Brockville**

While a number of the C.P.R. cars were being shunted at Brockville, on Monday of last week, the four rear cars broke loose and descended a grade leading to the Armstrong's slip. Being loaded with cheese the trunks gained a considerable momentum by the time they dashed aboard the boat which was moored at the time. Fortunately there were two cars on the boat which so checked the speed of the runaways that the bulkhead at the end of the boat, though partially smashed by the collision, stopped the whole lot from going into the river, thus averting a serious accident.

**02/03/1885** *Ottawa Free Press* **Pontiac & Pacific Junction**

The Pontiac and Pacific Junction Railway Company having withdrawn the building of the road from the contractor's hands purpose organizing a construction company to push the work on in the spring. It is understood that the trouble between the company and the contractor is in regard to the route of the line, the contractors wanting to build what is known as the back route which would thus carry the point of crossing of the Ottawa river much further west than if what is known as the front route, which a majority of the company insist should be taken, was adopted. By pursuing the back route from Quio it is contended that the railway would act as a great colonizer as, by this means, much unsettled lands in Pontiac would be taken up besides affording a more central channel for the requirements of the country whilst on the other hand many of the directors are of the opinion that only by the front route could any local traffic be secured to the enterprise.

**04/03/1885** *Ottawa Citizen* **Canada Atlantic** **Alexandria**

The morning train from Ottawa to Montreal on the Canada Atlantic Railway was delayed by the breaking of a driving wheel of the locomotive about a half a mile west of Alexandria. The accident necessitated the transshipment of the passengers from the Montreal train to the Ottawa train and vice versa. The paragraph of the Free Press of Monday evening very much exaggerates the extent of the accident. The engine alone left the rails and none of the passengers were aware of the accident until informed by the railway employees. Beyond the breaking of the engine, no damage whatever was done to either cars or the roadbed.

**05/03/1885** *The Equity, Bryson* **Pontiac & Pacific Junction**

The train service on the P. & P. J. between Aylmer and Quyon has been discontinued, owing to the road being blocked up with snow and other causes.

The Hon. Geo. Bryson has very generously offered the P. & P. J. Ry. Company the free right of way through all his land in the corporation of the village of Bryson, should the road be built on the recently projected line.

The rumor was published last week that Mr. Armstrong had given up the contract for building the Pontiac Railway. This is not true. We learn from the best authority that Mr. Armstrong will proceed with the work of construction as soon as possible.

**05/03/1885** *Hull, Vallee d'Ottawa* **Pontiac & Pacific Junction**

La compagnie du chemin de fer de Pontiac se reorganise pour pousser activement les travaux de construction de ce chemin le printemps prochain.

**05/03/1885** *Ottawa Free Press* **Pontiac & Pacific Junction** **Aylmer**

There are quite a crowd of navvies lying around Aylmer, waiting for their pay for work done on the Pontiac and Pacific Junction Railway. It is expected the contractors will come to a settlement shortly.

**06/03/1885** *Ottawa Free Press* **Pontiac & Pacific Junction**

A gentleman prominent in the affairs of the Pontiac told a Free Press reporter yesterday that the trouble between the Pontiac and Pacific Junction railway company and the contractor did not arise from a conflicting route but was wholly a financial one, and further that the contract has not been taken from the contractor. It seems that the company are behind in their payments to the contractor, and consequently he was pressing for money to meet engagements. A meeting with the contractor will shortly take place in this city, when arrangements will be made so that a vigorous prosecution of the work may be carried on on the arrival of spring weather. In the meantime a number of navvies lately employed on the road are waiting around Aylmer for payment of their wages.

**06/03/1885** *Ottawa Citizen* **Pontiac & Pacific Junction** **Back Bay**

A few days ago an accident happened on the Pontiac Pacific Railway at Back Bay, which may cause a young man named O'Boyle, a brakeman, the loss of his left hand. In coupling cars the hand was caught and several bones broken. O'Boyle is 20 years old and belongs to Quio.

**07/03/1885 Ottawa Citizen Pontiac & Pacific Junction**

Portage du Fort will give a bonus of \$10,000 to the Pontiac and Pacific Junction Railway provided it passes through that community. The Pontiac and Pacific Railway have reorganized and are making active preparations to resume work on the road this next spring. The train service on the PPJ between Aylmer and Quyon has been discontinued owing to the road being blocked up with snow and other causes.

**07/03/1885 Ottawa Citizen Winchester**

It is stated that the branch line of the CPR from Smiths Falls to Lachine will be commenced about the first of July under general superintendence of Mr. Dan Duan who will relinquish his position on the eastern division for this purpose.

**09/03/1885 Hull, Vallee d'Ottawa Pontiac & Pacific Junction**

--celui de Jonction du Pacifique et du Pontiac favoriser grandement la cause de colonisation dans la vallee de l'Ottawa et le comte de Pontiac plus particulierement.

Les travaux de construction sont actuellement suspendues a la suite d'un defaut d'entente entre la compagnie et l'entrepreneur au sujet de la route de suivre depuis le village de Quio jusqu'au point ou le chemin traversera la riviere Ottawa pour se relier au chemin de fer du Pacifique.

D'apres les dernieres rumeurs le trace passerait tout pres du village de Shawville et de la par Bryson jusque a Lapasse. Le passage de la riviere Ottawase ferait alors un endroit en amont de Lapasse ou la construction du pont sera comparativement peu couteuse a cause des petites iles qu'il y a dans la riviere a cet endroit.

Les avocats du Portage du Fort persistait cependant a maintenir que le chemin devra traverser sur la riviere en face de leur village. Leurs raisons sont peut etre bonnes mais celles qui militent en faveur de l'autre route sont encore plus faible parce que la route de Lapasse, passent plus a l'interieur, favorisera plus la colonisation du comte de Pontiac.

**09/03/1885 Ottawa Free Press Pontiac & Pacific Junction**

Messrs. Sims & Slater have taken a large contract on the new Pontiac Pacific railroad.

**16/03/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street**

The new private car, built in the I.C.R. shops for Collingwood Schreiber has arrived and is at the C.P.R. station. It is a fine piece of workmanship, built much after the style of the famous drawing room cars and is called the "Ottawa". It is lettered on the outside "Government Railways of Canada. Prince Edward Island system."

NB. The Prince Edward Island system was narrow gauge.

**17/03/1885 Ottawa Free Press Ottawa City Passenger**

Pete Lee, the driver of Mo. 2 street car, on Saturday was attacked by dizziness, and fell from the car, on Sappers Bridge, striking his head on the curb stone. He has not yet recovered from the blow.

**19/03/1885 Shawville Archives Pontiac & Pacific Junction Portage du Fort**

At a meeting of the property holders, held on Feb. 26 in the town hall, it was resolved that, "We petition the council to frame a by-law voting the sum of \$10,000 as a bonus to the PP&J Railway providing it shall come within the bounds of this corporation or within 1/4 mile of this corporation." When the petition was laid before council on March 2, they were strongly opposed to it, and consequently it was suggested that the council should resign in toto, for the stipulation that the PP&J should declare what would be given in exchange for the bonus.

**20/03/1885 Ottawa Free Press Ottawa City Passenger**

One of the horses running on the street cars furnishes a good instance of the force of habit in animals. The beast, a rat tailed roan, has been on the car for about eight years and as soon as the bell is sounded she will throw herself back and stop the car almost instantly.

**23/03/1885 Hull, Vallee d'Ottawa Maniwaki**

Editorial on the need for the railway.

**25/03/1885 Hull, Vallee d'Ottawa Pontiac & Pacific Junction**

Les directeurs du chenin de fer de Jonction de Pontiac et Pacifique, ont eu une nouvelle reunion, hier apres-midi, a l'hotel Russell. Il parait y avoir une grande difference entre les comptes de l'entrepreneur et la somme que veulent payer les directeurs de la compagnie.

**25/03/1885 Ottawa Free Press Pontiac & Pacific Junction**

A meeting of the Directors of the Pontiac and Pacific Junction railway company was held in the Russell House yesterday. An effort was made to come to some satisfactory arrangement with the contractor but was unsuccessful. There being a great deal of difference between the estimates of the contractor's and the company's engineers with regard to the work already performed.

**02/04/1885 The Equity, Bryson Pontiac & Pacific Junction**

The Pontiac and Pacific Railway Co. met on Tuesday of last week at the Russell, and made another effort to come to a satisfactory arrangement with contractor by which they would be able to complete the work. The matter was fully discussed, but no definite arrangement was reached. There appears to be a wide distance between the estimates of the contractor and the company's engineers as to the value of the work done. Meanwhile, a deputation composed of Messrs. Rooney, Shaw, Beckett, and Miller, Portage du Fort, had a meeting with the directors of the PP&J Co., with the view of inducing them to alter their determination to bridge the Ottawa at La Passe, and, instead, of effecting a crossing at Portage du Fort. They claim that a saving of \$300,000 would be effected by the change, and on behalf of the Municipality of Portage du Fort, offered a bonus of \$10,000 by way of encouragement.

**11/04/1885 Ottawa Citizen Carleton Place Ottawa, Broad Street**

At four o'clock this afternoon a trial of a new car coupler will be made at the Union Station. This coupler, which is the invention of a Canadian, is already in use on several American railroads, is said not only to be strong, simple and serviceable, but to obviate all danger to the lives and limbs of those engaged in coupling cars.

**11/04/1885 Ottawa Free Press Carleton Place Ottawa, Broad Street**

A new self coupler for freight cars will be tested at the Union station this afternoon. The coupler, which is the invention of a Canadian, consists of two large mouthed draw bars, with a catch in each for holding the link. In coupling it is only necessary to back the cars together, when the link will strike in the mouth of the drawbar and sliding up its sloping sides be held by the catch. In uncoupling cars the brakeman pulls a chain attached to the catch which drops it, allowing the link to come out. Patents, innumerable, are held for different couplers which will obviate the necessity of brakemen going between cars to couple them and thus reduce the terrible death rate among railway employees but as yet each patent has entailed too much expense on the companies adopting them to become general. It is hoped the present apparatus can be applied to freight cars cheaply enough to allow it to take the place of the present man trap used.

**13/04/1885**    *Ottawa Free Press*                      *Sussex Street*    *Rideau River bridge*

A number of workmen who have been employed some time past at the job have completed the removal of the trestles erected last summer to strengthen the St. L. & Ottawa Railway bridge over the Rideau. This was in deference to a request made by the New Edinburgh village council, of Mr. Archer Baker, as it was feared that the ice this spring would be intercepted by the trestle work, causing a freshet. As the bridge is now considerably weakened, trains on the line arrive at and depart from the Montreal crossing, being transferred thither on a "lorry".

**16/04/1885**    *The Equity, Bryson*                      *Pontiac & Pacific Junction*

It is reported that the P.P.J. Railway Company's engineers are now locating the long talked of railway route. From what we have heard we learn that the old Northern colonization survey will be pretty closely adhered to. This is positively the best route to adopt if the interests of the county are taken into consideration. Mr. Harris, the company's head engineer is in charge of the party.

**17/04/1885**    *Ottawa Free Press*                      *Ottawa City Passenger*

Mayor trying to get the street railway company to improve their rails.

**19/04/1885**    *Ottawa Citizen*                                      *Sussex Street*    *Rideau River*

Raging Rideau

Below the St. Patrick Street bridge for several hundred yards the river was clear of ice but there was a jam at the railway bridge. Owing to this the village of New Edinburgh and the open country on the same side of the river was flooded for a considerable distance inland. In New Edinburgh some of the streets were impassable except by means of boats and a portion of the St. Lawrence and Ottawa Railway track was submerged.

**22/04/1885**    *Ottawa Citizen*                                      *Sussex Street*    *Rideau River*

It seemed impossible that the St. Lawrence and Ottawa Railway bridge and the New Edinburgh bridge could stand the strain upon them. The tremendous pressure of the ice forced a couple of the stone abutments of the railway bridge several feet out of place, but beyond this the bridge has not been damaged.

**22/04/1885**    *Athens Reporter*                                      *Westport*

Elizabethtown to Vote on \$11,000 Grant

Voting on the By-Law granting \$11,000 to the above railway will take place in the Municipality of Elizabethtown on Tuesday, May 5th. We hope all friends of the road will do all they can to carry the By-law in that township. We notice by the terms of the By-Law that the company must establish and maintain two stations within the municipality, one within a half mile of the village of Lyn, and the other within the same distance of Unionville. The prospects of war in Europe and our own troubles in the North-West will no doubt detract somewhat from the interest in local affairs, but the friends of the road must be up and doing in order to have the By-Law carried. Over-confidence was the cause of the defeat of the By-Law in South Crosby and Leeds and Lansdowne rear. While the number of votes polled showed a large majority in favor of the bonus, the two-fifths of the electors not voting caused its defeat. Elizabethtown is a large township and it will require a large number of voters to record their votes in order to have the required number. The following letter explains the position of the Company in regard to the early commencement of the road:

New York, April 15, 1885. G.T. (George Taylor Fulford a Brockville millionaire / entrepreneur involved in patent medicine pink tails for pale people business) Fulford, Esq., Sec'y B.W.&S.S.M. Rwy.

Dear Sir, - The construction company wish to know how soon the railway company will be ready to have the work commence under contract. Will you be kind enough to write to the president and to the municipal councils who have not as yet passed their by-laws, viz: North and South Crosby? I notice from the newspapers that Elizabethtown have advertised their by-law. If the municipalities act promptly no delays will arise, but if they keep waiting and lose valuable time, the construction company will put all their energies in their western contracts and if any delays occur it will be the fault of the municipalities, for we have been and are now ready but cannot keep capital idle for any great length of time. Please make the enquiry and let me know the result so I can inform the construction company. Eugene M. Cole.

From the above letter it will be seen that the immediate construction of the railway depends altogether upon the action of the municipalities. We understand that steps are being taken to have the by-law re-submitted in South Crosby and rear of Leeds and Lansdowne, when it will doubtless carried by large majorities. North Crosby, the only remaining municipality, is prepared to vote on the petition as soon as satisfactory assurance is given that the railway company mean business. From this it will be seen that our railway prospects are by no means bad and that we may rely on the construction being commenced next summer should these municipalities grant their bonuses.

**23/04/1885**    *The Equity, Bryson*                      *Pontiac & Pacific Junction*

A meeting of the directors of the P. & P. J. Co. was held in the Russell House, Ottawa last Thursday. A new contract will be let or a construction company formed to push the work forward with all possible dispatch. According to the terms of the subsidies, twenty-seven miles must be constructed within the limits of the county this year. The route established by the company is the one known as the centre line, or nearly the same as the old Northern Colonization survey. This line the company's engineers are adjusting finally, between the Quyon village and Lapasse. It is not yet known whether it will run up as far as the Black River or not, but when we take into consideration the vast tract of mining land - 1,200 acres - purchased by two of the directors in that region, the chances are ten to one in favor of Black River.

We hope yet to see the road cross the Allumette Island so that other portions of the county shall be benefited. This is what our worthy representatives have been aiming at all along, and we trust that the road may yet stretch from Quyon across the Allumette Island to Pembroke.

**24/04/1885**    *Renfrew Mercury*                                      *Belleville*    *Perth*

The staff of employees in the Perth car shops is to be increased at once by thirty men, an order having arrived from headquarters for the changing of fifty more flat cars to box cars.

**27/04/1885**    *Ottawa Free Press*                      *Ottawa City Passenger*

The street railway ran their cars on Saturday for the first time this season.

**27/04/1885**    *Ottawa Citizen*                                      *Ottawa City Passenger*

The Street Railway Company buses were withdrawn from the route Saturday and replaced by the regular streetcars.

**07/05/1885**    *The Equity, Bryson*                      *Pontiac & Pacific Junction*

The engineers left for home last Saturday. Mr. Harris has discovered a route from Mr. Clarke's to the river at Campbell's with 25 feet less grade than any line yet surveyed. It is said this is the final survey. A meeting was held at Ottawa last week between Mr. Armstrong and some of the directors, at which the latter offered Mr. Armstrong some of the county bonds as past consideration of his claims against the company, with the understanding that he should assume the risk of payment by the county. Mr. Armstrong asked for a guarantee which was refused, whereupon he wisely rejected the proposal. This did not look as if the company felt any too sure of collecting the bonus.

**07/05/1885    Ottawa Citizen                      Pontiac & Pacific Junction**

A large number of men have engaged to work on the Pontiac and Pacific Junction Railway which is now to be pushed rapidly ahead. Rumour has it that the past week has seen some changes in the control of the P.P.J. Ry. that, if true, would be of interest to the people of Pontiac. It is said that the Upper Ottawa men have released their hold on this road and that new blood has been infused into its veins. We are credibly informed that Mr. Beemer, a contractor of well known ability has interest into arrangements for the immediate completion of the road and that work will be commenced without delay. (Also reported in The Equity, Bryson 14 May)

**11/05/1885    Ottawa Free Press                      St. Lawrence and Ottawa**

The men on the St. Lawrence & Ottawa railway still complain that they have not received any pay this year save for the month of January. The men are suffering great privations; and many of them are unable to obtain upon credit the necessities of life. Their case is really a hard one.

**13/05/1885    Ottawa Citizen                      Carleton Place                      Chaudiere**

A slight accident occurred in the yard of the Canadian Pacific Railway here last evening about five o'clock, which resulted in the pilot of a locomotive being badly damaged and a few trifling other injuries being inflicted on the engine. Yard engines nos. 208 and 264 were on converging tracks with trains of cars, and both going in the same direction. No. 208, driven by Mr. Jeremiah Austin, had the start, and Mr. John Dudley, in charge of no. 264, went as far as he could with safety and then reversed with the intention of waiting until the other had passed. Unfortunately, however, he was on a grade and his train was too heavy a one to hold, and the cars forced him against a car belonging to the passing train, smashing his pilot and throwing the engine off the track. The rails were also badly twisted up, and the front truck of the locomotive was somewhat strained. Richard Botterall, the fireman of 264, fearing more serious results, jumped from his engine at the time of the collision and sprained an ankle. The whole damage is estimated at about \$75.

**13/05/1885    Athens Reporter                      Westport**

Elizabethtown Voters Turn Down \$11,000 Bonus

The By-law granting a bonus to the Brockville and Westport Railway was voted on the 5th instant, and, we regret to say was defeated. What effect this will have on the prospects of the road being built we are unable to say. One rumor that reaches us is to the effect that the construction company have decided, despite the adverse vote, to proceed with the construction of the road, and trust to the township again submitting the By-Law. We hope this rumor may prove correct, for we can hardly give up the prospect of seeing the iron horse moving swiftly along the country between Brockville and Sault Ste Marie. If we fail in getting the road now, we need not expect to again get a company to undertake to build the road, even if we should offer them a bonus.

**14/05/1885    Ottawa Free Press                      Ottawa City Passenger**

Some mischievous individual placed a fog signal on the street car line at Sappers bridge last night about 10 o'clock. Of course the intonation exploded with a loud report on the arrival of the next car, and gave rise to a shooting affray. The offender is not known.

**14/05/1885    The Equity, Bryson                      Pontiac & Pacific Junction                      Shawville**

We learn on good authority that a survey was made last week by the engineers of the P. & P. J. Ry. Company, into the village of Shawville, the cost of the same being paid by the citizens. By this route the road would be only 150 yards longer than the one already surveyed, and if the company will build it so as to touch the village the corporation will give a bonus of \$1,000.

**15/05/1885    Renfrew Mercury                      Chalk River                      Renfrew**

The train conveying the Montreal Garrison Battery to Winnipeg passed through Renfrew without stopping shortly after midnight on Monday --

**18/05/1885    Ottawa Citizen                      Pontiac & Pacific Junction                      Mohr's Creek**

Considerable damage has been done to the Pontiac and Pacific Junction Railway track by washing out between Aylmer and Quyon. The principal damage is at Mohr's Creek, where the abutment on one side of the culvert, together with a portion of the grading, was washed away. Near the crossing of the Quyon road about 300 feet of the grading was carried off.

**18/05/1885    Ottawa Free Press                      Ottawa City Passenger**

The Street Railway Co., who has applied to the Council for permission to lay a double track, of the flat, sunken rail design, along the present route, now propose to shorten the limitation of time in which they agree to replace the present troublesome track on Sparks street, from 1890 to December 1886. It is most likely in the event of the proposal being accepted by the council the company will immediately begin to change the track on the street mentioned and also to lay a new flat track on Bridge street, from Duke to Queen street, Chaudiere.

**21/05/1885    The Equity, Bryson                      Pontiac & Pacific Junction**

We project that by next week the Pontiac and Pacific Junction Railway charter will be in the hands of new men, Messrs. Church and Chapleau probably remaining on the directorate. The new combination will likely make a change in route, Mr. Beemer the contractor mentioned last week will probably be one of the new directors.

**22/05/1885    Ottawa Free Press                      Pontiac & Pacific Junction**

A meeting of the shareholders of the Pontiac and Pacific Junction railway was held in Montreal on Tuesday night, at which a reorganization of the road was effected, and it has now passed into the hands of Hon. Mr. Chapleau, Hon. R. Church and Mr. H.J. Beemer, the last named having bought out the interests of Messrs. McLean, ?, White, White, of Montreal, Peterson, chief engineer: W.J. Conroy and G.C. Boulton who retire and whose joint interests in the concern amounts to \$1,800,000. Mr. Beemer has entered into a contract with the company to complete the road to Pembroke by the end of 1888 including the bridging of the Ottawa river at La Paise. The engineers engaged in surveying the route west of the Quyon returned to Aylmer on the seventh inst. and have discovered a cheap and easily constructed road between Quyon village and Campbell's Lake in Litchfield township. The line is adjacent to the Brunel or Trunk line, diverging to the north about a mile east of Quyon village and crossing the Quyon river about half a mile above McKay's grist mill, continued almost in a direct course through the 4th range of Onslow and 5th range of Bristol intersecting the town line of Clarendon at the rear of the 6th range and traversing the remaining portion of that township through the 7th, 8th and 9th ranges, thence through the gore of Litchfield and joining the Brunel line at or near Hughes's store on the Coulonge and Bryson road. This, it is said, will effect a very material saving in the cost of construction and will avoid the deep swamp crossed by the Brunel line. At Clarke's, also where the Brunel line shows a maximum grade for nearly three miles with considerable cuts and falls (sic) the grade has been reduced twenty-five feet. Considerable time has been spent trying to obviate crossing Campbell's Lake but it was found impossible to better the old location. The work will, we understand, be set about without delay.

**22/05/1885    Renfrew Mercury                      Pontiac & Pacific Junction                      Shawville**

The village of Shawville will give the P. & P. Railway Co. \$1,000 if they will run the line so that it will touch the village - to do which they will have to run 150 yards greater distance than the other proposed line.

**04/06/1885    The Equity, Bryson                      Pontiac and Renfrew**

Mr. J.P. Mullarkey D.L.S. and others are to commence the survey of a branch line of railway between the Bristol iron mine and the main track this week.

**04/06/1885    The Equity, Bryson            Pontiac & Pacific Junction**

Pontiac and Pacific Junction Railway. It is expected that the work of constructing this line will be resumed next week, preparations for that purpose being actively pushed forward.

Aylmer Notes - Mr. Beemer of the Pontiac R.R. is expected in town this week to make arrangements in connection with the work of construction which will be resumed shortly.-

It is said the company intend letting the work of construction in sections from one to ten miles, superintending it themselves, and settling the right of way etc.

**04/06/1885    Ottawa Citizen                            Sussex Street                            Sussex Street**

Matters are very dull at present around the St. Lawrence and Ottawa Railway station.

**05/06/1885    Ottawa Citizen                            Carleton Place                            Chaudiere**

The Canadian Pacific Railway pay car passed through here yesterday morning en route for North Bay. It is expected to return to Ottawa again in a few days when the employees will receive another portion of the pay due them.

**05/06/1885    Ottawa Free Press                        Pontiac and Renfrew                    Bristol**

Captain Symons, of the Bristol iron mine, arrived in the city today and registered at the Grand Union. He will leave tomorrow morning for the ? purchase plant for the works. Mr. H.C. Roberts, of Rochester, NY., the president of the company operating the mines has put on a visit to the mines for the past week. He will arrive in the city tonight. The Pontiac Pacific Junction railway have just completed the survey of a branch line of four miles in length to the mines. It is expected that in three months' time the line will be finished and opened for traffic. --

**05/06/1885    Ottawa Free Press                        Canada Atlantic                        Bearbrook**

A station is to be built on the Canada Atlantic line at Bear Creek Crossing. This will give the booming little town more chance of development, of which it will not be slow to take advantage.

**11/06/1885    The Equity, Bryson                        Pontiac & Pacific Junction**

Messrs. J.T. Pattison of Bryson and James Hodgins of Shawville, it is said have been engaged to secure the right of way for the Pontiac Railway, Mr. William Clarke, to whom the post was offered, having declined to act. From all we have heard more difficulty will be experienced in settling this matter than is at present anticipated.

Also in the Ottawa Citizen for 15th.

**18/06/1885    The Equity, Bryson                        Pontiac and Renfrew**

(Almost illegible)

Capt. Symons left for the United States to purchase plant for the works.

Pontiac Pacific Junction Railway have just completed a survey of a branch line of four miles in length to the mines. It is expected that in three or four months time the line will be finished and opened for traffic. --

**25/06/1885    Ottawa Citizen                            Carleton Place                            Chaudiere**

The Canadian Pacific Railway pay car arrived at the station here yesterday and the employees were paid a month's salary in account. Another visit is expected next week.

**29/06/1885    Ottawa Citizen                            Chaudiere                                Richmond Road**

Canada Atlantic advertisement 29 June 1885. Trains depart from Richmond Road 15 minutes earlier and arrive there 15 minutes later than Elgin Street.

**30/06/1885    Ottawa Citizen                            Pontiac & Pacific Junction**

Mr. John McKeene of the firm Brecken & McKeene, contractors for the Pontiac and Pacific Railway arrived in the city on Saturday, and will return to the scene of his contract today. He reports that excellent progress is being made but that he requires more men. An advertisement to the latter effect will be found elsewhere.

**02/07/1885    Hull, Vallee d'Ottawa                    Maniwaki**

Account of a meeting between a deputation from the City of Ottawa and deputy Tasse.

**03/07/1885    Ottawa Citizen                            Ottawa City Passenger**

Extensive repairs are being made to the track of the street railway west of the first iron bridge at the Chaudiere and the cars are therefore compelled to stand on Duke Street until the work is completed.

**07/07/1885    Ottawa Citizen                            Carleton Place                            Britannia**

Picnic at Britannia

The annual picnic of the Christ Church Congregation (Bells Corners) is to take place at the beautiful grove at the above popular summer resort on Wednesday 8th inst. A most enjoyable day is expected. Parties from the city can go and return by train (C.P.R.)

**08/07/1885    Ottawa Citizen                            Aylmer branch                            Aylmer**

The annual excursion and picnic of the Knox Church and Sabbath School will be held on Saturday next, trains leaving the Union Station for Aylmer as per advertisement in another column. ... Tickets can be had on the platform at the station.

**08/07/1885    Ottawa Citizen                            Carleton Place**

The excursion committee of the Irish Protestant Benevolent Society met at the Secretary's office last evening and decided to have their annual excursion on 30th July. They intend to go by train to Carleton Place and then by boat up the Mississippi River and Lakes.

**09/07/1885    Ottawa Citizen                            Sussex Street**

Arrival of Coal

During the last number of days a large number of coal laden cars have arrived at the St. Lawrence and Ottawa Railway station, and a large number of carts are now engaged in transporting the black diamonds to the various coal yards.

**10/07/1885    Ottawa Citizen                            Carleton Place**

Several new sleepers and three elegant dining room cars passed through the city the day before yesterday en route for Montreal. They are destined for use on the C.P.R. The sleepers will be placed upon the route at once but the dining room cars will not be used until the road is open to Port Arthur. The cars, which were manufactured by Barney and Smith Manufacturing Company of Dayton, Ohio, are elegantly finished and are to be the finest ever placed on any railway.

**13/07/1885    Ottawa Free Press                        Winchester                                Rideau River bridge**

The putting up of the ironwork of the Canadian Pacific railway bridge over the Rideau river was begun last week. --

Note: No indication as to which bridge this refers to but likely the new bridge at Merrickville..

*14/07/1885 Ottawa Citizen Canada Atlantic Casselman*

Fire at Casselman lumber mill. Two GTR car loads of lumber were burned but sustained little damage. (follow up in July 20 edition).

*15/07/1885 Ottawa Citizen Aylmer branch Aylmer*

East End Methodist Church picnic will be held at Aylmer this Friday. Reduced rates have been secured from the Canadian Pacific Railway Company and tickets will be good on any of the regular trains.

*15/07/1885 Ottawa Citizen Lachute*

On and after July 13th the CPR will attach of their magnificent parlour cars to the local express for Montreal leaving Ottawa at 8.20 a.m. daily.

*16/07/1885 The Equity, Bryson Pontiac & Pacific Junction*

"Well, when is work on the railway to be resumed?" is the question we are asked day after day, and in consequence of the information we now have not in our possession our answer is, as it has been for some weeks past, the stereotyped, "can't tell". With the people of this county we feel disappointed that something has not been done before now, seeing that so much was expected after the reorganization of the company. It seems that the cause of the delay lies in the fact of a difficulty still existing between the Company and Messrs. Armstrong, Wurtele and Rankin, the latter, it is stated, having still a claim on the road. Nothing will be done until Mr. Church's return from England, from whence he sails on or about the 15th of this month. When he returns there will be ample time to construct the road as far as Shawville this season, provided the company go to work with a will, which we cannot see there is anything to prevent them from doing. In the meantime we shall hope for the best.

*16/07/1885 Ottawa Free Press St. Lawrence and Ottawa*

Last evening the passenger train of the St. L. & O. railway was coming to Ottawa it had a narrow escape from an accident. In front of the passenger cars were several loaded coal cars. The flooring gave way in one of the latter and caused an obstruction which, had the train being going fast, could not have failed to cause serious damage. It was perceived in time and the train brought to a stand until the mischief was repaired.

*17/07/1885 Ottawa Free Press Canada Atlantic Elgin Street*

Dr. Mullen's Salvation Car Coupler will be tested tomorrow afternoon at 4 o'clock at the Canada Atlantic Railway station Stewarton.

*22/07/1885 Ottawa Free Press Ottawa City Passenger*

The work of reconstruction is still going on at the Bridge street, but slowly however, and the street cars will have to make the Duke street crossing the end of their journey for some time to come.

*23/07/1885 The Equity, Bryson Pontiac & Pacific Junction*

We are indebted to the Aylmer Times of last week for the following morsel of information with regard to the progress of our railway:- "The engineers are preparing to make the final location survey of the line west from Quyon, and as the consent of land owners through whose property the line passes has been obtained, allowing the Company to proceed with construction until such time as the location and right of way surveys have been performed and the plans deposited, after which the price or value of the land taken, will be agreed upon by mutual consent, or the ordinary course of arbitration, so that any obstacle which might occur to retard the work, pending the above operations has been avoided. We are informed that tenders for sixteen miles only have been asked for, commencing at the west abutment of Quyon bridge, so that we presume the Company purposes building that portion of the line between the end of the iron and said abutment under their own special superintendence.

The latest rumor current was that three hundred men were to resume the work of construction this week. We trust there is some truth in it.

*25/07/1885 Ottawa Citizen Carleton Place Chaudiere*

Arrival of soldiers returning from west. Union Station crowded. "Cut Knife Hills Welcome Home Brave Sharpshooters".

*27/07/1885 Ottawa Citizen Lachute*

On and after the 25th the parlour car on the 8.20 a.m. express will be discontinued.

*30/07/1885 The Equity, Bryson Pontiac & Pacific Junction*

The locating engineers for the P.P.J. Ry. Compy., arrived at Quio last Thursday evening and commenced locating the line on the following morning. This, we believe, is the final survey. G.W. Pangborn, Esq., the company's superintendent, is now engaged with twenty men ballasting that portion of the road from Eardley to the end of the iron. While in conversation with that gentleman he informed us that he expected a large force of men every day to commence construction. With a force of a 1000 men, he thinks the line from Quio to Fort Coulonge could be completed in three months. The first two miles from the already completed portion is the hardest to build and will cost more and take a longer time to build than any other section in the county.

*30/07/1885 The Equity, Bryson Pontiac and Renfrew*

Long piece on the Bristol and its machinery.

The Pontiac Pacific Junction Railway Company have made arrangements with the Iron Mining Company to have the branch line completed by the first of October, prox., and on the strength of this arrangement the Iron Mining Company are preparing to give the railway company the guaranteed number of tons per day as soon as the line is completed. The line will be a little less than four miles long and is estimated to cost \$35,000 --



**The Canada Atlantic Transfer**

How the railway cars cross the St. Lawrence at Valleyfield

The strides of the Canada Atlantic Railway over the great difficulties which the managers have encountered appear to be uncoasting and before many months have passed it is very likely that passengers from Ottawa will run through to the end of the road at St. Albans without any inconvenience. They are now carried to Lacolle and the few miles which remain to be completed can hardly be delayed now. One of the very greatest hardships the railway had to contend with was the manner in which its proposal to bridge the St. Lawrence from Coteau to Valleyfield was treated.. All sorts of objections were urged by interested parties until the Government insisted upon such measures as left no hope for building the bridge at present. But there are other methods of crossing a stream besides tunnelling and bridging. The improved ferry machinery of the present day makes the matter easy, and the result was a splendid new ferry steamer built for the Company's service and now in full operation. A Witness reporter yesterday made the trip from Alexandria to Valleyfield for a look into the new steamer, and so rapidly are the cars placed on the ferry-boat that it was not until we were actually afloat that we were aware we had left the main track for the steamer's deck. Then, leaving the cars, it could be seen that the whole train was safe on board a huge ferry steamer which was carrying us across to Valleyfield. By the kindness of Captain Boyer a description of the steamer was given. She is large enough to carry a locomotive, tender and five passenger cars, is double tracked, has two engines - one on each side - and two distinct boilers and funnels. She is 170 feet long, forty feet beam, seventy feet over all and flat bottomed, uses four balancing rudders at each end, and captain Boyer runs the gear by the use of an excellent system of bells. The boat is painted a chocolate color, and is a side wheeler, with four water-tight compartments, pumping capacity of three in stream in each, and steam connections running to each rudder for thawing the ice during the winter season. Her wheels are twenty-eight feet in diameter, with twelve feet bucket paddles, the wheels making eighteen turns to the minute. The name of the vessel is "The Canada Atlantic Transfer," and she draws three feet of water light and four feet with ten cars on board.

The "Transfer's" engines are 300 horse-power. They were built by Rees Brothers of Pittsburgh, Pa., and are two separate engines, side-heavers, double acting valves.; size of cylinder 22 by 8 feet stroke; length of connecting rod, 24 feet; crank, 4 feet; size of shaft, 9 inches in diameter. Her boilers were built by Messrs. J. McDougall & Co., of Montreal, and are made of steel. Their length is 22 feet 6 inches; diameter, 5 feet; and they are fitted with 113 three-inch tubes. There are two capsules at each end of the boat worked by "nigger" engines which are used for pulling on the cars in case there is no locomotive to put them on board or take them off again. A Worthington pump five by ten feet, furnishes water to the boiler. The river's width must give the boat over a mile to travel from side to side, but she makes the round trip with her load in forty five minutes. She consumes eighteen cords of wood per week. In appearance she is like two paddle-boxes set on each side of a broad deck, and roofed over in the centre, with a cupola on a bridge within, and upon this the captain and mate work the vessel. As an evidence of the celerity with which she was built it may be stated that her first timbers were laid in June, 1884, and on January 1st steam was gotten up for the first time. We have stated before that there was much about the Canada Atlantic road to put one in mind of the Pennsylvania Central's crack road, and the deck which has been built for the boat shows the same careful handling, being an excellent piece of work all through. The dock on the south side is not altogether finished, but the men are getting it rapidly in condition. Meanwhile a temporary dock fills the gap.

The personnel of the boat are Captain Rodger Boyer, Julien Martin, mate; H.A. Pangborn, chief engineer; Angus Mennish, first engineer; William Moban, second engineer; C.W. Wilson, third engineer. Altogether the "Transfer" is evidently a first-class boat for the purposes she is intended to serve. It should be observed that the sail across the river is delightful. The ferry passes three large and prettily wooded islands, and from the shores, across these islands, the Coteau bridge will some day be built. Meantime the "Transfer" is a comfortable means of crossing.

**05/08/1885 *Hull, Vallee d'Ottawa* *Lachute***

Il est passe hier, a Ottawa, en route pour Papineauville un train de 22 chars charges de bois carre et de bis de service choix. Ce bois appartient de M. David Moore et vient de North Bay. Ce bois sera mise en cage a Papineauville par M. Joseph Grondin, de Papineauville et M. Raciot de Montebello et de la descendera par eau jusqu'a Quebec ou il sera mis a bord des navires pour Europe.

**07/08/1885 *Renfrew Mercury* *Kingston (CP)***

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

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

**21/08/1885 *Hull, Vallee d'Ottawa* *Pontiac & Pacific Junction***

La compagnie du chemin de fer Pontiac et Pacifique a donne a MM. Neil & Campbell un contrat pour la construction de sept milles de chemin depuis la riviere Quio. Lorsque ces sept milles seront termines il y aura 27 milles de chemin en operation.

**22/08/1885 *Montreal Daily Witness* *Canada Atlantic* *Ottawa Rideau River***

**A SHOCKING ACCIDENT.**

**CHILDREN CUT TO PIECES ON THE RAILWAY TRACK.**

A fearful accident occurred this afternoon, on the Canada Atlantic Railway, at the bridge over the Rideau about a mile and a quarter from the Elgin Street station. A few minutes before three o'clock the freight train, Ne. 6, consisting of a locomotive, twenty-one cars and a van, was coming from the east and, when on the curve, just at the bridge, the discovered four children on the structure. The bridge is one which is not intended for public use and warning notices are placed at each end of it. Seeing at a glance the danger the children were in Chase, the driver, an old, careful, hand, at once reversed his engine and signalled "down brakes." The train was not going very fast, and for a few seconds he hoped to control it.

In some way two of the children got away, but the two eldest girls, of about eleven and fourteen years of age, were caught by the train and mangled to death. The greater portion of the cars passed over them and literally tore them to pieces. Chase brought the train to a stand, waited only long enough to make sure nothing could be done, and uncoupling his engine drove into the station and reported what had taken place. Dr. Grant was at once sent for and returned with the driver to the scene of the catastrophe. His presence could avail nothing. The fragments of the bodies, which were in some cases many feet apart, were placed in a tool chest and brought to the city. An examination of the locomotive showed that there were no marks on the pilot nor any indention that it had touched either of them. The driving wheel and several of the car wheels were marked with blood hair and fragments of skin, showing the dreadful mutilation which the victims had suffered. So far it has been impossible to ascertain their identity, but they are said to be the children of a man named Hogan, who resided on Theodore street.

**22/08/1885 *Ottawa Citizen* *Carleton Place***

The pay car of the CPR which arrived in town on Thursday morning , proceeded up the line yesterday morning after the employees in this city had been paid.

**22/08/1885 *Ottawa Free Press* *St. Lawrence and Ottawa* *Ottawa, Broad Street***

The new arrangement under which the trains of the St. Lawrence & Ottawa railway will start from the Union station at the west end of the city instead of the old Sussex street station comes into operation on Monday next. The change is anything but popular among the Lower Town residents.

**23/08/1885 *Ottawa Citizen* *Prescott* *Chaudiere***

**Change of stations.**

The trains on the St. Lawrence and Ottawa Railway yesterday, for the first time, arrived at and left from the Union station in place of the Sussex Street station as formerly.

24/08/1885 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The old depot of the St. Lawrence & Ottawa railway is for ever closed as a passenger station. Trains running over that line are now run into the Union depot; the alteration began today.

25/08/1885 *Hull, Vallee d'Ottawa* *Maniwaki*

Full page of correspondence relating to the line.

28/08/1885 *Renfrew Mercury* *Chalk River* *Renfrew*

A very long train loaded with timber passed down the C.P.R. Sunday afternoon. It stuck on the grade to the station, and had to back up and take a fresh start.

28/08/1885 *Ottawa Citizen* *Carleton Place* *Britannia*

Picnic at Britannia.

Three special trains run from Union station.

02/09/1885 *Ottawa Free Press* *Ottawa City Passenger*

The Bridge street improvements are about completed and the street cars are now running to Suspension Bridge.

03/09/1885 *Ottawa Free Press* *Canada Atlantic* *Elgin Street*

The Canada Atlantic officials are busy at the station making preparations by clearing the station and otherwise to receive the immense Barnum and London special composed of nearly one hundred coaches.

11/09/1885 *Ottawa Citizen* *Sussex Street* *Sussex Street*

The St. Lawrence and Ottawa Railway station has quite a bit of business in the coal line just now, this being in fact the principal traffic there. About 220 tons are delivered from that station.

14/09/1885 *Ottawa Free Press* *Ottawa City Passenger*

A street car driver tells the story of two supposed burglars, who, it is thought, have lately been operating at the Chaudiere. They rode with the driver from the Flats on Saturday night, but on a policeman boarding the car they immediately got off. Some time afterwards they again boarded the car on its return trip and stood suspiciously near him, evidently intending to get at the satchel in which he carries money and tickets. In this case they were frustrated by the vigilance of the driver. One of them is described as a large man with black whiskers and the other is a mere boy. They claim to be from New York.

15/09/1885 *Ottawa Citizen* *Chaudiere* *Chaudiere*

The C.A.R. Extension

The special committee of the city council appointed to confer with the Canada Atlantic authorities regarding the proposed extension of that line at the Chaudiere will hold a meeting in the city hall this evening.

16/09/1885 *Ottawa Citizen* *Carleton Place* *Carleton Place*

New locomotives.

Several heavy locomotives from the Carleton Place workshops have just been placed on the express train service on the C.P.R. They are splendid engines and are fitted with Westinghouse air brakes and other latest and best appliances for safety and speed.

21/09/1885 *Ottawa Free Press* *Chaudiere* *Chaudiere*

On Saturday last the joint committee of the city and the Canada Atlantic railway company went over the ground which the company wishes to acquire as a right of way to the Chaudiere piling grounds. The parties present on behalf of the company were Mr. Mountain, C.E., and Mr. Perley and Mr. Brooks, while the city was represented by his Worship the mayor, Ald. Hutchinson, Cunningham, Durocher, Desjardins, Cox and City Engineer Surtees. No decision was come to but the line to be taken is hardly to be questioned. The rails already reach Broad street and the line will run along the bank north of Wellington street cutting over the aqueduct close to the fire station and then across Queen street into Britannia terrace. This will render the fire station of no use. The line will not cut into the building but will come so close to it that the reels will have no fair chance of turning out. The company is aware of this and is willing to build a new station for the city in any suitable location. A portion of the test house ground at the junction of Queen street and Britannia terrace will also be cut off. For this the company has also proposed to make compensation. One trouble exists from a legal point of view. Can the city give the railway any right of way over the ground dedicated for water works purposes. This is a matter which will create considerable argument.

23/09/1885 *Ottawa Free Press* *Chaudiere* *Chaudiere*

The proposition for the Chaudiere branch of the Canada Atlantic to cross Queen street promised to meet with considerable opposition. The street is now one of the main outlets of the city and there will be a big kick against the chance of it being blocked by long freight trains.

23/09/1885 *Ottawa Free Press* *Carleton Place* *Ottawa, Broad Street*

The idea of moving the station of the Canadian Pacific is already being mooted as the yard room at present is too small for the convenient transaction of business.

25/09/1885 *Ottawa Citizen* *Pontiac & Pacific Junction* *Quyon*

Pontiac Railway.

Work on the Pontiac Railway is being prosecuted with all possible vigour there being now not less than 400 men at work. The head contractor, Mr. H.J. Beemer, has the iron laid up to the Quyon River, and the construction of the bridge across the river commenced. The number of men employed is 85 and after the bridge is built, which will take one month's time, they will begin to lay the iron on this side of the river at the rate of half a mile per day. O'Neil and Campbell's seven miles contract will soon be finished. They have 140 men at work. Simms and Slater are working at both ends of their lower section, and were to commence operations on their two mile section above James Hodgins some day this week. James Hodgins has a little over 100 men employed and will, he thinks, have his section finished in the specified time the first of November. Wages paid is: for men \$1.35 per day, and for teams \$3. The road will not be located further than Campbell's Lake, a point about four miles above Bryson.

25/09/1885 *Hull, Vallee d'Ottawa* *Pontiac & Pacific Junction*

L'ouvrage de construction du chemin de fer de Pontiac et Pacifique est pousse avec beaucoup de vigueur par l'entrepreneur M. Beemer. Quatre cents hommes sont en ce moment employes a ces travaux.

La construction du pont sur la riviere a Quyon est commence.

26/09/1885 *Ottawa Free Press* *Ottawa City Passenger* *Chaudiere*

In a short while the street cars will be running to Bridge street, Chaudiere, a short distance from the Union station. This will be a great convenience to the travelling public. The track on Duke street will be abolished and flat rails are to be used on the new line along Queen street and down Bridge street to the Suspension bridge.

Another railway.

The prospect of a new railway between Ottawa and Cornwall is at present agitating the folk of the latter town. The road in question is to be known as the Ontario Pacific Railroad, Dr. Bergin M.P. being at the head, and a Cornwall correspondent is authority for the statement that work is to commence this autumn.

28/09/1885 *Ottawa Free Press**Pontiac & Pacific Junction*

Mr. H.J. Beemer, the contractor for the Pontiac and Pacific Junction Railway, was conveyed over this line from Quio to Aylmer on Friday evening last in thirty eight minutes. The distance between these two points is twenty five miles. The run is considered very fast.

30/09/1885 *Ottawa Citizen**Sussex Street**Sussex Street*

The new Howe scales purchased by the Corporation for the use of the St. Lawrence and Ottawa Railway station have arrived and are about to be placed in position. If an agreement can be arrived at with the owner of those lately leased by the corporation the new ones will likely replace them, but if not Boteler Street will probably be chosen as their site.

30/09/1885 *Ottawa Citizen**Carleton Place**Stittsville*

As the mixed train for Brockville which leaves this city at 8.30 p.m. was nearing Stittsville on Monday night it ran into a freight train which was standing on the track. The engine of the mixed burst into the van of the freight and telescoped into a box car of barrels just in front of it. Two flat cars were broken to pieces and a tank car was turned crossways on the track. When the driver of the mixed saw the danger he reversed his engine and both he and his fireman jumped. After the collision the engine rebounded and, being reversed, ran back a couple of miles towards Bells Corners taking the telescoped cars along. Conductor King who had charge of the train, telegraphed to this city for an engine to take them on. An engine and wrecking crew were sent out and soon succeeded in clearing the track. The engine of the mixed train was badly damaged. No person was hurt by the accident.

02/10/1885 *Renfrew Mercury**Chalk River*

The passengers on the Monday afternoon train from Ottawa were treated to a slight sensation. Between Carleton Junction and Almonte the train slowed up and came to a standstill. Then it was seen that there was a disturbance in the forward first class car. The door was opened and a brief struggle took place on the platform, and was continued for a moment on the ground, and then a passenger, grappling with one of the train hands, was run up a fence and quickly forced down on his back. He made a desparate effort to get up, but was firmly held until the train was in motion, when he was left on the ground while the brakeman sprang on the train. The man put off was a French Canadian, who, under the influence of liquor, became disorderly, and smashed a window in the second-class car. He then went into a first-class car and attacked the brakeman, only to find out in double quick time the mistake he had made as to his superior "muscle", and a C.P.R. car being a safe place to show off in.

03/10/1885 *Ottawa Citizen**Pontiac & Pacific Junction**Quyon*

Work on the Pontiac Pacific Junction Railway is being energetically pushed forward, some 400 men being at work. The road will not be located this fall further than Campbell's Lake four miles above Bryson.

07/10/1885 *Ottawa Free Press**Metropolitan Street*

The turning of the first sod of the new city railway yesterday was a very quiet act of some moment. About four o'clock Mr. McLeod Stewart, the president of the company, armed with a shovel and having a horse and cart in readiness to receive the "sod", repaired to the city hall, in front of which the inaugural ceremonies took place. His Worship mayor McDougall composed the audience. After the "sod" had been duly turned into the cart the ceremony was over. The driver and his load took their way into forgetfulness with the only evidence that the first sod of the new street railway had actually taken place. The spade was not a golden one, nor yet was it of silver, but a good strong corporation shovel. There was no wine drunk on the occasion; and there were no cheering multitudes there, unless the Mayor represented the motto *multum in parvo*, to give welcome to the infantile transport enterprise; but still there was the consciousness that a duty was well and truly performed.

08/10/1885 *Ottawa Citizen**Pontiac & Pacific Junction*

Messrs. Sims and Slater, sub-contractors on the Pontiac Pacific Junction Railway, are progressing with their work at the rate of two miles per week. About 20 miles have been constructed since Mr. Beemer took hold of the contract a short while ago.

09/10/1885 *Ottawa Citizen**Ottawa City Passenger**Chaudiere*

The New track

Excavation preparatory to the laying of the City Passenger Railway track over its new route at the Chaudiere is now going on Bridge Street between Queen and Duke Streets, Chaudiere. As a consequence Bridge Street is pretty well blocked so far as ordinary traffic is concerned.

10/10/1885 *Ottawa Citizen**Pontiac & Pacific Junction**Quyon*

A mixed train, it is expected, will soon commence running on the Pontiac and Pacific Railway between Aylmer and Quyon village; for that purpose several cars, including a passenger coach, are now being prepared. Three new locomotives are also soon to be placed on the road.

12/10/1885 *Ottawa Citizen**Sussex Street**Rideau River*

The longest train since the building of the road passed over the St. Lawrence and Ottawa Railway bridge across the Rideau River on Saturday last. It comprised some eighty-five empty flat cars all in tow of one powerful locomotive.

12/10/1885 *Ottawa Free Press**Ottawa City Passenger**Chaudiere*

The street railway company has partially laid its rails on the new track which leaves Duke street and takes Queen and Bridge streets. The curve at the junction of these roads is a very sharp (one).

13/10/1885 *Ottawa Citizen**Ottawa City Passenger**Chaudiere*

Work on the street railways new trackway on Queen and Bridge Streets, Chaudiere, is making good headway. Traffic over the line is sure to increase considerably as soon as this new route is opened; passengers for Union station being then carried so near to their destination.

16/10/1885 *Ottawa Citizen**Prescott*

Freight traffic has so increased of late on the St. Lawrence and Ottawa Railway that it has been found necessary to put on a special freight train. Three trains a day now run from Prescott to the city, namely one passenger and two freights.

16/10/1885 *Renfrew Mercury**Pontiac & Pacific Junction*

A mixed train, it is expected, will soon commence running on the Pontiac & Pacific Junction Railway between Aylmer and Quyon village: for the purpose several cars, including a passenger coach are now being prepared. Three new locomotives are also soon to be placed on the road.

21/10/1885 *Ottawa Free Press**Ottawa City Passenger*

The Street car company expect to run over their new rails by the end of the week. The work to the junction at Pooley's bridge is being pushed on fast.

**23/10/1885** *Ottawa Free Press* *Ottawa City Passenger*

Owing to improvements in the shape of a new bridge flooring now being put down at the Chaudiere, the street cars only run to J.R. Booth's office.

**23/10/1885** *Renfrew Mercury* *Chalk River* *Carleton Place*

A gang of 52 men were at work in the neighbourhood of Carleton Place last week erecting a new telegraph line on the C.P.R. which is to go direct through to Winnipeg.

**23/10/1885** *Ottawa Citizen* *Ottawa City Passenger*

The street railway expect to have their vehicles running over the new track at the flats by Saturday.

**23/10/1885** *Renfrew Mercury* *Ottawa City Passenger*

As the well filled seven o'clock street car from New Edinburgh last evening reached Sussex street, it was boarded by a distinguished-looking lady who politely declined a seat offered her by one of the passengers, and stood in the doorway of the car. Among the passengers were two juvenile street musicians, who, with an eye to business, discoursed Blue Danube waltzes and no name quick stps galore. The occupants of the car were more amused than edified, and the majority of them, recognising the lady, glanced in her direction to see how she appreciated the music, apparently imagining that it would be distasteful to her. When one of the little chaps passed his hat around, the lady gave him a silver coin and the encouraging remark, "And now, little man, give us another tune," which he and his partner did with a vigor born of well rewarded effort. The incident created no little amusement, as as the car reached Sparks street and the lady alighted from the platform without ringing the bell and while the car was in motion, the conductor remarked: "That's the kind of lady I like. Give me Lady Macdonald for a passenger any time." - Ottawa Free Press.

**28/10/1885** *Ottawa Citizen* *Lachute*

Through to the Rockies

As will be seen by an advertisement in another column, the Canadian Pacific Railway Company have perfected arrangements for the running of through passenger trains between Montreal and the Rocky Mountains, commencing Monday next. An express train consisting of sleeper and elegant first class sleeping cars will leave Montreal every week day at 2 p.m. for Port Arthur, Winnipeg and the Canadian North West.

**29/10/1885** *Ottawa Citizen* *Ottawa City Passenger*

The street railway route via Queen and Bridge streets will soon be in working order, the new track being very near a junction with the old at both ends. The rails being laid down are a decided improvement on those now in use, and the destruction of carriage wheels is likely to be very much less than might have been the case with those of the old pattern.

**03/11/1885** *Ottawa Free Press* *Lachute* *Chaudiere*

At 5.45 last evening the Union depot was the scene of much stir, the occasion being the arrival of the first through train from Montreal to Winnipeg. The train consisted of a sleeper, a dining car, a first class car, an emigrant and a baggage car. More.

**04/11/1885** *Ottawa Citizen* *Lachute* *Chaudiere*

Much of this article is illegible

Through Train

Ottawa now on the main line of the All Canadian Route to the Rockies

The train which arrives every evening at Union station from Montreal at 5.27 o'clock is something of which all patriotic Canadians and Ottawaites should view with pride...

On Monday evening it consisted of a locomotive and tender, baggage car, emigrant sleeper, one first class car, a dining room car, and a first class sleeper...

The route although only two days opened, is well patronized, the fast train taking through to Winnipeg 47 first class and 38 second class passengers, and a still larger number going through last night.

**05/11/1885** *The Equity, Bryson* *Pontiac & Pacific Junction*

The temporary trestle bridge over the Quyon river, for construction purposes was found to be unsafe, therefore tracklaying cannot be proceeded with until the permanent iron bridge is finished, which will take some two or three weeks. This is to be regretted very much as the season is now so far advanced that it is feared the snow and inclement weather will preclude the possibility of the iron horse entering Shawville this fall. The work on the bridge, we understand, is progressing rather slowly, there being only one (?) man employed at building the masonry in connection therewith. If this be true, and the abutments only above low water mark at the present time, and are to be built over thirty feet high, in our opinion, one mason will hardly get them finished this fall. The stone, we believe is all on the ground, with the exception of one barge-load; rails and ties are ready in abundance, and as soon as this bridge is completed, if the weather remains propitious, Shawville will have railway communication this fall.

Grading on the different sections will be completed, it is thought, in a week's time, or at least before the time specified in the contracts - the 15th of the month.

There is considerable difficulty in getting through the swamps, which are found, at this time of year, to be very soft difficult and disagreeable to work. Of course, as a consequence, men will not work on them without a considerable amount of grumbling. So far the work done by the contractors is first class. There remains only the bridging at Kidney's and a few other minor items to complete Mr. Hodgins' contract. The lower sections will be finished simultaneously.

Mr. Thomas Wilson commenced the building of the station at Shawville. Mr. Stephen Smith, who is in company with Mr. Wilson, has also commenced the one at Quyon.

More - location.

**06/11/1885** *Renfrew Mercury* *Chalk River* *Renfrew*

Notwithstanding the uncomfortable state of the weather on Monday night, and that the train was considerably more than an hour behind time, the platform of the Renfrew station was quite crowded with spectators, who assembled to see the first through passenger train for Winnipeg and the Rocky Mountains pass by. The train consisted of seven cars - dining car, sleeping, one first-class, one second-class, two emigrant sleeping cars and the express. The train was well filled with passengers. Among them were fifty emigrants, who had just arrived by the steamer Parisien.

**06/11/1885** *Renfrew Mercury* *Belleville* *Perth*

Orders have been received at the C.P.R. carshop at Perth for the conversion of 300 flats into boxcars; and instructions given to increase the staff by twenty-five or thirty men, which will bring up the total number of workmen to about seventy hands.

**11/11/1885** *Ottawa Citizen* *Buckingham*

On and after Monday November 9th the branch train service between Buckingham station and Buckingham village will be discontinued.

Also shown in the Ottawa Free Press of 9 November.

**12/11/1885** *The Equity, Bryson* *Pontiac & Pacific Junction*

Farmers are being paid for the land used by the P. & P. J., for the right of way. Mr. W.R. Kenny is now in the county paying up claims. The bridge at Quyon is being constructed as rapidly as possible, taking into account the bad weather recently. Messrs. Sims and Slater have finished their upper section.

**12/11/1885    The Equity, Bryson            Pontiac & Pacific Junction**

Last week Mayor Rimmer and Councilor Porteous of this village drove out to Shawville to interview Chief Engineer Harris in reference to the prospected route via McTieran's beaver meadow, mention of which has already been made in these columns. Mr. Harris, we understand, was favourably impressed with the representations of the Bryson gentlemen, regarding the route in question, but before he could give any definitive answer as to its feasibility said it would be necessary for the Bryson people to have a survey made of the country lying between the beaver-meadow and Mr. Richardson's in Clarendon - the point at which the divergence would commence. At a special meeting of the council held on Saturday evening last it was resolved that such survey be made at the expense of this corporation, and it is understood Mr. Harris has directed Mr. McMillan, chief of the locating staff, to perform the work, which will probably be undertaken in the course of a week. As Mr. McMillan is acknowledged to be a gentleman of undoubted professional ability, he having located the Canadian Pacific Railway through what is known as the Kicking Horse Pass in the Rocky Mountains - a most remarkable feat of engineering skill, - the people of Bryson feel confident that if there is any possibility of securing a practicable route by the way in which they are interested, he is capable of discovering it. Mr. J.P. Mullarkey, right of way surveyor, is now working in the vicinity of Mr. Richardson's with headquarters at Mr. W. Clarke's. Weather permitting it is said Mr. James Hodgins will have his contract completed by the end of this week.

Fort Coulonge - The surveyors engaged in locating the P.P.J.R. arrived here on Saturday evening. I understand they have located the line some distance above Brenard's Creek, and expect to reach out village in ten days or two weeks with the line.

**16/11/1885    Ottawa Free Press            Ottawa City Passenger**

The street railway company has almost completed its new track on Bank street between Sparks and Wellington streets. It is being laid to a higher grade and with improved rail.

**17/11/1885    Ottawa Free Press            Ottawa City Passenger**

The laying of the street railway track on Bank street has been completed. The new grade has been adopted and when the street is properly filled it will be a great improvement.

**17/11/1885    Ottawa Citizen                Ottawa City Passenger**

The work of double tracking the street railway on Bank Street between Sparks and Wellington Streets is nearly completed. The new track is being laid with the improved rails which have been approved by city council, and will be a specimen of what the whole road will be when the contemplated work of double tracking it in its entirety is completed.

**18/11/1885    Ottawa Free Press            Carleton Place                Chaudiere**

The first through train of Manitoban wheat for this district has arrived and is consigned to Messrs. McKay & Co. of the Chaudiere.

**19/11/1885    The Equity, Bryson            Pontiac & Pacific Junction**

Railway notes. Mr. James Hodgins has completed his grading contract.

**20/11/1885    Ottawa Free Press            Ottawa City Passenger**

A street car ran off the track near Pooleys bridge yesterday evening causing much delay. The run off was occasioned by the repairs the track at that point is undergoing.

**21/11/1885    Ottawa Free Press            Ottawa City Passenger**

The street railway track is being laid along Bridge street from the Chaudiere Suspension bridge. The laying of the street railway track from Duke street to the Union depot is being pushed forward vigorously.

**25/11/1885    Ottawa Free Press            Ottawa City Passenger**

The new street car track on Queen and Bridge streets, Chaudiere, has been finished and the cars now take that route to the Suspension bridge, the Duke street tracks having been abandoned. That portion of the new track from the junction of Duke and Bridge streets to the bridge has not yet been completed, and the cars consequently now stop at the junction.

**26/11/1885    The Equity, Bryson            Pontiac & Pacific Junction**

The railway bridge over Quyon river is completed, the first car load of stone having passed over it Thursday last. The bad weather of late has very much retarded the progress of the work between Quyon and Shawville. It is now thought hardly probable that the rails will be laid to the latter point before the 20th of next month. The locating engineers have completed the line to Fort Coulonge, and have moved back to Mr. Wm. Clarke's for the purpose of running the line through Mr. McTieran's beaver meadow, after which they will plant reference posts along the permanent line.

**30/11/1885    Ottawa Free Press            Ottawa City Passenger**

The street car switch at Pooley's bridge will be completed today, and the company will then have a line almost as good as if a double track extended all the way. The placing of the new switches will be a great convenience to the travelling public, as no delay will take place on this line.

**01/12/1885    Hull, Vallee d'Ottawa        Pontiac & Pacific Junction**

Le pont du chemin de fer sur la riviere Quio est termine et les rails vont maintenant etre poses sur la distance entre Quio et Shawville. Les ingenieurs viennent de completer le trace de la ligne jusqu'au Fort Coulonge. Un train circule tous les jours entre Aylmer et Quio sur la ligne du chemin de fer Pontiac.

Grading on our railway is completed to the 41st mile except a little finishing up. The work on the whole is said to be, by competent judges, of a first class character.

The iron for the Quyon bridge was taken up the line on Monday of last week, and is now, we suppose, almost completed.

A contract for laying ties during the night has been let and after the train passes over the bridge no delays are expected.

A passenger train is now running between Aylmer and Quyon and is a great convenience to the public. No regular timetable has been issued yet, but as soon as the new engine, which is now on the road, arrives, all necessary arrangements for the carrying of passengers and freight will be made, and let us hope it will be but a short time before the train is running up as far as the Y at Richardson's in Clarendon. At present the train leaves Aylmer at half past six in the morning and leaves Quyon at six in the evening, making the run in 50 minutes.

On Tuesday and Monday of last week, Mr. McMillan, locating engineer, and his staff ran the trial line over the route diverging from Richardson's via McTiernan's beaver meadow, and from thence through the properties of Messrs. Carmichael, Armstrong, Moorehead and Smith, forming a junction with the surveyed route on the latter mentioned. A first class level route was found between Richardson's and the beaver meadow and in fact the only difficulty found in the entire distance of over four miles was the abrupt elevation between the meadow and Armstrong's barn, of which mention has already been made in these columns. But this difficulty renders it by no means impracticable, as the cutting of some 70,000 yards of earth, including perhaps a little rock, would make the route, it is said, a much superior one to that surveyed, although the distance would be somewhat increased. The engineers are now at work making up the quantities to ascertain the difference in cost of the two lines. When this information is placed in the hands of the company it is likely they will submit some proposition for the consideration of our village fathers. On Tuesday, while the survey was being carried out, our villagers turned out en masse to render what assistance lay in their power in the way of cutting brush &c. The engineers were out again on Monday of this week endeavouring to make some improvements on that portion of the line where the elevation exists. Mr. McMillan has already saved to the company a very large sum by engineering entirely out of existence obstacles which the line presented that was surveyed by Armstrong's engineers. We have no doubt he will make the best possible shewing on this particular part of the route.

The right-of-way survey has been completed as far as Coulonge village.

10/12/1885 *The Equity, Bryson* *Pontiac & Pacific Junction*

When this issue of the EQUITY reaches its numerous readers about eight miles of rail will be laid on this side of Quyon river. Rail laying was commenced last week, and the iron is now being laid down at the rate of a mile per day. The ties are laid during the night. Shawville will be reached on or before 20th inst. Mr. Beemer, the energetic contractor, has declared that the rails will be laid to Richardson's this fall all surmises and difficulties arising from bad weather &c. to the contrary notwithstanding. Ballasting will be commenced as soon as possible, for which two engines are held in readiness, and these will operate from both ends of the road. The grading is now completed to Richardson's with the exception of a little levelling up on Symms & Slater's section. The latter had to be finished on Monday or Tuesday last.

14/12/1885 *Ottawa Free Press* *Chaudiere* *Chaudiere*

It has been suggested by some competent engineers that, in order to avoid the crossing of Queen street by the proposed branch track of the Canada Atlantic, a lower level than at present should be taken and the trains run under Pooley's bridge. This would be a great convenience to the general public.

17/12/1885 *The Equity, Bryson* *Pontiac & Pacific Junction*

Notwithstanding that there are eighteen inches of snow or thereabouts on the ground the work of rail laying is being vigorously carried on. The engine is now running well up into the township of Bristol and by this time next week, will run into Shawville. It is not yet known whether the McTiernan Beaver Meadow route will be adopted or not, but it is generally thought that it will not. Wells have been sunk in the rock cut 12, 9, 5 and 3 feet deep, in each case striking a very hard rock - Canadian granite. Still, many of our citizens have full confidence in the road coming this way.

18/12/1885 *Renfrew Mercury* *Pontiac & Pacific Junction*

The Pontiac and Pacific Junction Railway has been located as far as Fort Coulonge. The bridge at Quyon river was finished last week, and by the 20th instant it is expected that the rails will be laid as far as Shawville.

21/12/1885 *Ottawa Journal* *Pontiac & Pacific Junction*

Mr. A.L. Light, inspector for railways for the Quebec province and Mr. Ridout, Inspector of Railways for the Dominion, are inspecting the newly constructed Pontiac and Pacific Junction Railway from the twenty-first to the thirty-first mile. Ten days more will see the work completed as far as it is intended to carry it this winter. A train will then begin to operate daily between Shawville and Aylmer. Early next spring the work will be resumed and rapidly pressed until Pembroke, the proposed terminus of the line is reached.

24/12/1885 *The Equity, Bryson* *Pontiac & Pacific Junction*

CORRECTION - In speaking of the beaver meadow route in our railway notes last week we erringly stated that a very hard rock had been struck in each case where test pits has been dug. One, it seems, has been sunk to a depth of 12 feet without encountering any rock and was only prevented from being lowered to a quarter depth by the inrushing of water. The rock, too, is said to be much softer than was represented to us and can be excavated much more cheaply than was at first anticipated.

RAILWAY NOTES

Rails are being rapidly and satisfactorily laid with the assistance of the "Gatling rail and tie distributor" and invention of Mr. Harris, chief engineer, and the arrival of the iron horse is now looked for on or before the New Year sets in.

The bridge across the Quyon river, now completed, is a very substantial structure, consisting of massive stone abutments and piers upon which rest iron pillars supporting heavy girders.

The several stations along the line between Aylmer and Shawville which are rapidly approaching completion, are neat commodious structures. It is rumored a popular resident of Shawville is to have charge of the station at that place.

With few exceptions the right of way is settled to the point at which the present construction portion terminates.

With the completion of the road to Shawville it is the intention of the company to open regular traffic between there and Aylmer, a fact which will be duly appreciated by residents of this section of country, while the company will, no doubt, secure a profitable trade in the transport of grain &c.

QUYON NOTES - With the improvement in the roads business has received a corresponding impulse, but not such as might have been expected had our local grain buyers felt justified in making a splurge. But the evidences point to the fact that the P.P.J. has not outgrown its constitutional dot-and-go-one style of doing things, and as the risk of being left forbids investment in this direction and consequently our elevators are empty, and grain, as of old, seeks some other outlet.

The P.P.J. is making gigantic effort to meet Shawville with iron before spring. In fact so much of the vitality which the beast possesses seems concentrated in the head that the balance of the corporate body shows feeble signs of life, and the tail, like a newly scotched snake, takes nearly all day to compass a wriggle. As, notwithstanding the superhuman efforts of Conductor Heath & brakesman Maguire, and the efforts at dislocation made by the superannuated old cooking stove, which does duty as a locomotive, our lightning express and train of all work pulsates between Aylmer and Quyón at an average speed of four miles per hour; and even this is only maintained by the precautions of the far-seeing executive, who, I understand, have lately made contract with the habitants adjacent to the line for a continuous supply of live coals and warm water, wherewith to stimulate the wheezy efforts of the antiquated old smoke mill. The principal part of the masher brakeman's duties being to collect and return empty kettles. And notwithstanding Fred's promises to dalliance with the servant gal, there is no recorded instance of his having been left behind, as five minutes of a dog trot enables him to overhaul Leggo's thunderbolt at any time, even on the down grade.

The Swiss cottage, yclept (sic) the Quyón station, is nearly finished and is quite a palatial structure, comprising an extensive suite of living apartments, of an average dimension of seven by three and a half suitable for a station master with a full quiver, - a booking office to match and a freight shed with a storage capacity of a case of matches and a tin of sardines. --