

# Local Railway Items from Ottawa Papers - 1886

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

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

**Tuesday 06/01/1886 Ottawa Citizen Canada Atlantic**

The Canada Atlantic Railway will commence today a new train service, connecting with the D. and H. and the C.V.R. via Rouse's Point, and securing a through passenger route between Ottawa, Boston and New York. Through Pullman sleepers will be run between Ottawa and Boston, and Ottawa passengers for New York will change Pullmans at St. Albans where twenty minutes is allowed for refreshments. This route offers exceptional advantages and will undoubtedly become very popular. For full particulars see advertisement in another column.

**Tuesday 06/01/1886 Ottawa Citizen Carleton Place**

It is said that on the 10th June the first through passenger train will be started by the C.P.R. for Vancouver, British Columbia.

**Thursday 07/01/1886 The Equity, Bryson Pontiac & Pacific Junction**

Mr. A.L. Light, inspector of railways for Quebec province, and Mr. Ridout, inspector of railways for the Dominion, were inspecting the P. & P. J. Ry., last week from the twenty-first to the thirty-first mile.

The weather has been, for the past few days very auspicious for track laying which is being proceeded with at a rapid rate.

**Thursday 07/01/1886 Ottawa Free Press Westport Brockville**

Brockville, Jan 7. At a meeting of the directors of the Brockville, Westport and Sault Ste. Marie Ry. held here yesterday, a contract was closed with Robt. G. Harvey (sic) for the construction and equipment of the line. The division from Brockville to Westport, 50 miles, must be completed by the 10th of January 1887 and the first sod will be turned at Newton on Monday the 11th inst. at 11 a.m., and similar ceremonies at Westport at 4 p.m. When the whole line is completed it will make the shortest possible connection between the Northern Pacific and the New York and New England. Then, to complete the connection, it is intended to bridge the St. Lawrence river at this point.

**Saturday 09/01/1886 Ottawa Free Press Canada Atlantic**

In today's Canada Gazette appears an application to parliament from the Canada Atlantic railway, for power to extend their railway to the lumber districts around the city of Hull and Chaudiere; to issue further mortgage bonds and to extend the time for the completion of the railway.

**11/01/1886 Athens Reporter Westport**

Sod turning at Newboro and Westport Ground was broken at Newboro by Mrs. R. H. Preston on the construction of the BW and Northwestern Rwy. (should be BW&SSM Rwy.) while Mrs. Fredenburgh (wife of W.H. Fredenberg, Director) turned the first sod at Westport.

**14/01/1886 Brockville Recorder Westport Newboro**

Sod Turning at Newboro Brockville Recorder

Newboro, January 11 Monday. The first sod of the Brockville & Westport Railway was turned here at 11 o'clock today by Mrs. Preston, wife of the President (R.H. Preston was probably the Vice-President as Clarkson Jones was President in March 1886).... There was a large crowd. The band was present.

**Thursday 14/01/1886 The Equity, Bryson Pontiac & Pacific Junction**

Mr. Beemer and the executive generally of the P. & P. J. Ry. are using almost super human efforts to reach Shawville with the iron. When the inclemency of the weather is taken into consideration ever since track laying commences the wonder is that they have succeeded in doing as much as they have done. Last week a couple of very serious washouts were occasioned by the downpour of rain on Monday and Tuesday, and at about the same time the construction engine run off the track, which taking the two things together, impede track laying altogether last week. There are eighty men engaged in this work, and with two days of fine weather Shawville would be reached. At the present time the construction party is within two miles of Shawville and is expected to reach there early this week.

In company with Mr. James Hodgins, we inspected the new station house, now nearly completed at Shawville. It is built on the same principle as all the others are on this line - neat, commodious and durable. The station house is situated on a commanding eminence to the North of the village, and when completed will be a valuable commercial addition to Shawville. Contiguous to the station is the grain elevator of Mr. J.H. Shaw in course of erection.

A new engine has been purchased from the C.P.R. and has been placed to run on the line between Aylmer and Quyon for passenger and freight services.

**15/01/1886 Brockville Recorder Westport**

Contract to Robert G. Hervey Brockville Recorder

Brockville, Ont. January 7. At a meeting of the Directors of the BW&SSM Railway held here yesterday, a contract was closed with Robert G. Hervey for the construction and equipment of the line. The division from Brockville to Westport, fifty miles, must be completed by the 10th of January 1887....Then to complete the connection it is intended to bridge the St Lawrence River at this point.

**Friday 15/01/1886 Ottawa Journal Chaudiere**

The rumor circulated throughout the city yesterday that the Canada Atlantic Railway was making an effort to reach the Hull lumber piles by bridging the Ottawa via the Chaudiere island is denied. A director this afternoon stated that the project had not been contemplated but admitted that it would likely be a matter for future consideration.

**Thursday 21/01/1886 The Equity, Bryson Pontiac & Pacific Junction Shawville**

About noon on Wednesday of last week, the large force of men employed at track laying on the line of the Pontiac Railway reached the station house at Shawville with the iron, and before the day ended had a large portion of the track laid beyond it westward. The event was hailed by the Shawville people with much delight, and as the "iron horse" steamed into the station, a large crowd of citizens hastened up to welcome its arrival.

By Saturday night last, considerably over two miles of road had been laid above the village and it is expected the entire portion of graded work, which extends to Mr. Thomas Richardson's, will be laid with iron today.

The work of putting up the wire fencing is keeping pace with track laying, the cedar posts for same having been put up some time previous.

In spiking down the rails, owing to the severity of the weather, many green hemlock ties are destroyed, which in their frozen condition are very easily split.

It is said to be the intention of the company to open up two gravel pits for the purpose of ballasting such portions of the road as are likely to be damaged by spring freshets. The portions chiefly so in danger are the heavy clay embankments on that section built by Messrs. O'Neil and Campbell.

Of the three locomotives now employed on the road, one does duty between Quyon and Aylmer. The second is engaged in forwarding supplies from Quyon to Smith's station in Bristol, while the third accompanies the construction force, which consists of about eighty men, who have cars for their own accommodation. Settlers who live several miles from the track say they can distinctly hear the ringing sound of the rails as they are thrown off at intervals by those in charge of the construction train.

Although the railway exists in fact, there are some who do not seem to thoroughly grasp the reality until they have taken "a ride on the cars."

**Thursday 21/01/1886 Ottawa Citizen Pontiac & Pacific Junction**

Track laying on the Pontiac Pacific Junction Railway has now been pushed as far as Shawville. The station there is completed and is a very commodious structure. A new engine for passenger and freight traffic has been placed on the line between Aylmer and Quio. At Shawville a grain elevator is in course of erection.

**Friday 22/01/1886 Ottawa Free Press Canada Atlantic locomotive**

A new Rhode Island locomotive for the Canada Atlantic railway arrived on Wednesday. She has three pair of driving wheels and will be used for freighting

**Friday 22/01/1886 Ottawa Free Press Canada Atlantic**

A winged snow plough of a new design is being used these days by the Canada Atlantic railway. It was run through Hurdman's cut yesterday at the rate of forty miles an hour. A freight was stuck in the cut. After elevating the snow about twelve feet it threw the bulk fully forty feet from the track. It was built in the C.A.R. Mechanical department, and is the invention of a leading official of the railroad. Mr. Linsley went out this morning to see the plough at work.

**Wednesday 27/01/1886 Ottawa Free Press Belleville Perth**

A gentleman from Almonte states that three first class C.P.R. cars, completely wrecked, were taken down to the Perth repair shops yesterday from some point in the north.

**Wednesday 27/01/1886 Ottawa Journal Pontiac & Pacific Junction**

A force of men employed on the construction of the Pontiac and Pacific Junction Railroad were dismissed on Saturday. The contractors having decided not to lay rails any further than Shawville until spring. The men who were discharged were principally Italians.

**Saturday 06/02/1886 Ottawa Citizen Pontiac & Pacific Junction**

Mr. Light, Quebec Government Engineer has started on a tour of inspection over the Pontiac Pacific Railway. He will go as far as Shawville.

**Thursday 11/02/1886 The Equity, Bryson Pontiac & Pacific Junction**

The daily passenger train between Shawville and Aylmer will commence to run some day this week on the P. & P. J. leaving Shawville at 8 or in time to catch the 10 o'clock train leaving Aylmer for Ottawa, and returning again in the evening. Passengers travelling by this route and having business in Ottawa can spend four or five hours there and return home at an early hour the same day. The official timetable has not yet been published. Mr. E.N. Wright, a fine winning, gentlemanly young man has been appointed station master at Shawville. He has all the qualifications of a good man.

The government engineer was up inspecting the line last week and, we understand, was quite satisfied with the work, and will report accordingly.

The profile and preliminary estimates of the 16 miles commencing at Richardson's in Clarendon, were sent down to the head office in Montreal last Monday.

Consequently no contract has yet been given for this portion of the road.

Freight will be delivered at Shawville from Aylmer for 15c per hundred.

**Thursday 18/02/1886 The Equity, Bryson Pontiac & Pacific Junction**

Mr. McMillen P. & P. J. Ry. engineer, and his assistants were measuring the distance from Wm. Clarke's across the bush to Bryson, and from Stillman Smith's to the village, preparatory to locating the station at the nearest point to Bryson.

The Hon. L. Rugles Church, while giving the deputation which waited upon him from Bryson, no encouragement to hope that the railway route would be very materially changed, assured them that the company would put the station at a place that would suit the village of Bryson the best, with the decision put in the hands of the Municipal Council.

Our opinion is that the nearest point of access should be selected. There is such little difference in distance that in this respect not much can be said. Three places are named: Hughe's, Smith's, and Clarke's. With regard to the first it is thought that it would be to the detriment of the village were the station built there as all the trade would be diverted to that point. The selection will consequently be to the latter two points.

**Thursday 18/02/1886 The Equity, Shawville Pontiac & Pacific Junction Shawville**

The Shawville Banquet

Thursday of last week was a real red letter day in the history of Shawville, and will long be remembered by those who participated in the festivities of the occasion. It is known now pretty generally that Shawville and Ottawa are connected by rail, but that no regular train service has yet been established, consequently the arrival of the Hon. L. Ruggles Church, President, H.J. Beemer, vice-President and Mr. Ridout, Govern't Engineer, was anxiously awaited and the citizens generally determined on giving them a grand reception, and a royal welcome it was. Long before the train, which conveyed the railway officials, reached the station, crowds could be seen wending their way towards the depot. The sturdy pioneer, the aged father, the youth, in short all sorts of men were to be seen going in that direction, -- the poor as well as the rich, the fur clad individual and the more homely clad,-- all were there to welcome the railway officials. At about half past one, the joyous toot, toot! of the engine was heard, the brakes tightened, and the car stopped at the station and the gentlemen before named, including our worthy and popular local representative, stepped out on to the platform, when cheer after cheer ascended from the assembled crowd. Then the party proceeded to inspect the station house, after which Mr. Church addressed the people. He said he was always happy to meet the people of Shawville, but much more so on this occasion which marked the opening of a railway enterprise in the county. Some years ago he had promised to not again come amongst them until he came by way of the Pontiac road. He now thought he had fulfilled that promise. Although a great many delays had occurred, and great difficulties had to be overcome, yet his intentions were always good, as his presence here today proved. From his past doings could be judged his future actions. Pontiac was always his supreme thought - her greatest interests were his. He assured those present that the construction of the unfinished portion of the road would be proceeded with at once. The credit of the company was good, and they would push the road on at least as far as Lapasse - probably further - to the mouth of the Black River, or even further up through the country, providing they got the assistance of the people and their representative, of which latter he felt very sure. - Cheers.

At the invitation of Mr. Leggo most of the assemblage proceeded to the end of the iron, which was a short, delightful and enjoyable trip, occupying about two hours' time. After being duly inspected by Mr. Ridout, the party again returned to Shawville.

On arriving at Mr. McGuire's hotel, Messrs. Church and Beemer were met by a delegation from Bryson, composed of the municipal council and a few of the ratepayers. The delegation was introduced by the mayor, Walter Rimmer, Esq. The object was briefly explained, viz: - to ascertain if there was any possibility of having the road built via McTiernan's Beaver meadow. The reply was in the negative there being about \$40,000 difference in the two routes, the balance appearing against the meadow route.

Towards 8 p.m., those who were fortunate to have tickets for the banquet proceeded to Hyne's hall. Here they were confronted by numerous tables abundantly laden with all the delicacies of the season. The hall was well lighted and beautifully decorated and appropriate mottoes hung in profusion on the walls. On the western wall was hung the motto, "Success to our railway and its officials," and immediately opposite, "God save the Queen." To the left of the chairman was another, "Shawville and Ottawa" with a pair of hands clasping between. Everything bore witness of the untiring efforts of the committee and the caterer to make the banquet a grand success in every particular. The bill of fare consisted of oysters, en masse, hot and cold, followed by fowl of various description, ham of sweetest taste, and the dessert was all that could be desired. One gentleman (a mayor) was heard to say that it was worth coming a long distance to see the tables alone. After justice had been done to the edibles, Dr. Lyon, the chairman rose and proposed the first toast "The Queen," which was responded to by the Shawville band playing the National Anthem in excellent style.

After a few minutes intermission the vice-president arose and proposed the toast "The Dominion Parliament," and with it the name of John Bryson, Esq., M.P. The glasses were filled, Mr. Bryson rose to his feet, amidst deafening cheers and responded in a neat and well applied speech. The next toast was the Local Legislature and was replied to by W.J. Poupore, Esq., M.P.P., followed by the toast of "our guests" which was replied to by the Hon. L.R. Church and Mr. H.J. Beemer. "The Dominion Government Inspector" was next proposed and responded to by Mr. Ridout followed by "The engineering staff" to which Messrs. Harris, C.E. and Leggo replied. At this stage of the proceedings the Hon. L.R. Church arose and said that he wished to propose a toast which he felt sure they would all heartily respond to viz., "The health of the chairman, A. Lyon M.D. to which the worthy doctor replied in a few well chosen remarks. Then followed "The Press" which was replied to by Mr. J.T. Pattison, who said he could not help feeling inspired before such a magnificent spread and upon such an auspicious occasion. The last toast, but not by any means the least, was proposed by Mr. Poupore, "The Ladies," and to which Mr. T.E. Hodgins, R.H. Klock, M.D., very ably responded. Dr Klock, in concluding his remarks stated, "he knew nothing about the ladies" which called the Hon. Church to his feet. After some preliminary remarks he said that if Dr. Klock knew nothing about the ladies he had sadly neglected his anatomy. Mr. Poupore then insisted upon a speech from Mr. T.E. Hodgins, the Revising Barrister's clerk, who after a few complimentary remarks said that he coincided with the sentiments expressed by the last speaker and concluded that he also knew nothing about the ladies.

Mr. Poupore then called upon the Hon. L.R. Church to respond to the toast to the ladies which he did in his usual eloquent and humorous style.

The proceedings were brought to a close at about eleven o'clock by the singing of God Save the Queen, and thus concluded one of the most successful and enjoyable banquets ever held in this county.

**Friday 19/02/1886 Renfrew Mercury Pontiac & Pacific Junction**

From a representative source comes the information that the Quebec Government will not give any subsidy for the construction of that part of the road which will be built in Ontario, unless the road crosses at Allumette Island, where there will be only half a mile to subsidize. Nothing definite has yet been arranged as to where the crossing of the Ottawa River will take place, as it is proposed to carry the road up to Deep River, fourteen miles above Pembroke, before crossing the Ottawa.

**25/02/1886 Shawville Archives Portage du Fort and Bristol Branch**

Rumor has it that a joint stock company is being formed which will be composed of gentlemen of Portage du Fort and Ross, for the building of a railway from Cobden to Shawville, and that application for a charter will be made at the present session of Parliament.

**Thursday 25/02/1886 The Equity, Bryson Pontiac & Pacific Junction**

We were very much pleased to receive a call last week from Mr. Leggo, the popular superintendent of the P. & P. J. Ry. Mr. Leggo informs us that the company is going to give the best satisfaction within its power to serve the people with regular train service until spring. Of course, it will be remembered that the road is not ballasted on this side of the Quyon, and that difficulty in running trains will be experienced until this is done. With the opening of spring, ballasting will immediately be commenced. Mr. Leggo is an affable, friendly gentleman, and we are sure that under his supervision the Pontiac road will be run as well as any man could do under the circumstances. Telephone communication will at once be established between Shawville and Ottawa. The train leaves Shawville at 7 o'clock in the morning and returns at 9 in the evening. By taking this train in preference to the C.P.R. a stay of five hours can be had in Ottawa, and return in good time the same day. It will not only be to their advantage but it will be a saving of money to the Pontiac people to have their freight brought up by the P. & P. J. R.

With reference to the site for the station for this village, Mr. Leggo said that was a matter for the people of the village to decide for themselves. He was not going to interfere in the matter at all. However, he thought that Hughes' was just as good a place as Smith's, with the advantage in favor of the former, of a good straight road. If a road can be built across by McTiernan's for \$400 or \$500 to Mr. Clarke's it is certainly the best place for a station. By accurate measurement it is only 200 yards further to Mr. Clarke's than to Smith's. Mr. Clarke offers ground free for the station and free right of way for a road leading to this village, and a subscription in addition to help build the new road. This being the case, the company will justly expect the village to pay for station grounds at another point if selected, and this will, in all probability, cost as much and perhaps more than the proposed road. Then again if the fear of loss of trade would be the result of having the station at Hughes' the very same thing can with equal force be argued against Smith's, for it will make much difference to have the station say half a mile from Hughes? Not one bit. We believe that all things considered, the municipal council will act wisely in selecting Mr. Clarke's.

**Thursday 25/02/1886 The Equity, Bryson Pontiac & Pacific Junction wood**

A trip over the P. & P. J. Ry.

Two gentlemen, bent on a pleasure trip to the capital, left this village at 5.40 and arrived in Shawville, (the present western terminus) at 6:45. At 7:00 sharp the signal was given to start. The road from Shawville to Quyon is not yet ballasted, consequently the progress between these two points was rather slow, and a considerable amount of time was also lost in shunting cars, but with all this the Quyon was reached at about 9:00 a.m. The road from Quyon to Aylmer is ballasted and in good condition, and the progress from this point was much more rapid, the run being made in one hour and 15 minutes, including three stoppages. Nothing of any importance occurred, with the exception that, at a point where the road turns in close proximity to Deschene Lake, some of the cordwood on a truck between the engine and passenger car commenced to fall off on the track, but owing to the care and watchfulness exercised by the officials, prompt measures were taken to remedy what might have resulted in a serious accident. The party reached Ottawa at about 11:30, and after pleasantly spending the time at their disposal, took train again for home at about 5:00 p.m. reaching Aylmer 35 minutes afterwards, At 6.00 p.m. the signal was given, "All aboard" and the P. & P. J. train started for Shawville. The run from Aylmer to Quyon was made very rapidly, in fact, one of our county residents, whether it was that he had never been on a train before in his life or not, I cannot say, but he asked the question seriously. "Is the Bullgine running away." The time actually taken between Aylmer and Shawville was two hours and thirty minutes, deducting from this thirty minutes for stoppages to wood, leaving two hours the actual time between Aylmer and Shawville, a distance of about 40 miles, arriving at Shawville at 8.30. The party reached Bryson at 10.00 well pleased with their trip, not so much on account of the convenience or the accommodation, but from a monetary point of view, it is way ahead of the C.P.R. the fare from Shawville to Aylmer being only one dollar and from Aylmer to Ottawa only twenty-five cents asking for the trip \$1.25, whereas by the C.P.R. the charge from Haleys to Ottawa is \$2.65.

**Friday 26/02/1886 Renfrew Mercury Pontiac & Pacific Junction Shawville**

The P. & P. Railway as at last entered Shawville. The event was celebrated by a complimentary supper to the Railway Officials by the citizens of the village on the 11th instant.

**Saturday 27/02/1886 Ottawa Citizen Pontiac & Pacific Junction**

Work on the Pontiac Pacific Railway progresses well, the several contractors pushing their sections as fast as possible. A further contract of six miles is expected to be given out shortly. At Shawville, Mr. Shaw's grain elevator is now ready for the storage of grain.

**04/03/1886 Shawville Archives Pontiac & Pacific Junction**

Work is progressing favourably on the railroad. About 150 men are at present employed between Campbell's Bay and Litchfield and Richardson's in Clarendon at the different heavy cuts between those two points.

According to Mr. Harris, no promise was made this corporation by Mr. Church regarding the location of the station. If put at Smiths, the company will very probably expect a bonus from Bryson, as it will cost a good deal to lower the grade, even supposing station grounds could be got free.

**Saturday 06/03/1886 Ottawa Free Press Canada Atlantic**

The lumber office of the Canada Atlantic railway on the Richmond road, as well as the freight office on Elgin street, has been connected by telephone with all of the principal offices in the city.

**Thursday 11/03/1886 Ottawa Free Press Maniwaki**

Full account of a meeting to promote the speedy construction of the Gatineau Valley railway.

**Thursday 11/03/1886 The Equity, Bryson Pontiac & Pacific Junction**

Our Railway. Grading under the circumstances is being pushed forward at a rapid pace between the end of the iron and Campbell's Lake.

Mr. Harris paid a flying visit of inspection to the crossing at Black River last week. We understand he was favorably impressed with the appearance of the country generally. From present indications we predict that the P. & P. J. Ry. will cross the Ottawa River at or near Black River, and if at all feasible, further up. The locating engineers will commence work at once, we believe above Fort Coulonge.

A resolution was passed at a meeting of the municipal council at Bryson last Tuesday evening, which is to be forwarded to Mr. Harris C.E., asking that the station be located at Stillman Smith's. There are now, we understand, petitions in the hands of Mr. Harris for three different points: the Calumet Island has petitioned for Hugo's; Thorne and North Clarendon for Kemp's; Bryson for Smith's.

**Thursday 11/03/1886 Ottawa Journal Ottawa City Passenger**

The Street Railway Company are getting their busses in readiness to use on the break up of the roads. The regular tram cars have been renovated during the winter, and now look very neat.

**Thursday 11/03/1886 Ottawa Free Press Chaudiere Chaudiere**

Today some of the officials of the Canada Atlantic railway were engaged in inspecting the site for the proposed crossing of their railway at Pooley's bridge.

**Friday 12/03/1886 Ottawa Journal Maniwaki**

There seemed to be a general feeling of execration at the Gatineau Valley Railway meeting in Hull yesterday, at the base treachery of Murray Mitchell, who had betrayed people who really had an interest in the road. The assemblage, or at least the major portion of it, were apparently disposed at first to be down on Mr. Mackintosh, but there was a general turning of the tables after explanations had been made by that gentleman. It came to be generally understood by the concourse, before they dispersed, that railroads, like Rome

**CAN'T BE BUILT IN A DAY**

The statutes fail to corroborate the assertion made by Mr. Duhamel, that Mr. Mackintosh was a Provincial Director of the projected road in 1879, for his name was not on the charter. He explained that he merely attended a meeting of the Provisional Directors, held about that time, in his capacity as Mayor of Ottawa, and consequently, on being deeply interested in the construction of the road. It might be as well five years hence, to

**STYLE MAYOR MCDUGALL**

a provincial Director, because he attended the present meeting. He disclaimed the imputation that he had brought Murray Mitchell into the scheme, Messrs. Logue and Bainbridge, had by means of a resolution proposed and introduced Mr. Mitchell as one who could be entrusted with the surveys and the meeting had subscribed \$1,500, to provide for that purpose. Three months afterwards, a vote of

**THANKS WAS AWARDED MITCHELL**

on motion of Mr. Ellard, for the way he performed the work. But the surveys were afterwards found to be frauds; and Mitchell's representations that he was backed by English capitalists were found to be altogether false on the speaker visiting England. Mr. Mackintosh paid a high tribute to the late Postmaster of Ottawa, Mr. J.M. Currier, who was the soul of honor when he was president of the road. On the latter's death he had to

**ACCEPT MANY RESPONSIBILITIES**

much against his will. He then showed how numerous unsuccessful applications had been to the Provincial Government to locate the lands granted as subsidies, but Premier Ross had at last seized the right idea, viz. that location must proceed survey. He denied that he had ever made a single dollar out of the project, and hoped that, within the next eighteen months, he would be in a position to deserve the hearty thanks, instead of the condemnation, of the Gatineau people. Before he left the meeting, Mr. Mackintosh promised that the construction of the road would be

**COMMENCED BY MAY 15TH**

which would have to be done under the terms of the Dominion Subsidy Act. A solid company had entered into a binding agreement to do this, if the Quebec Government would but locate the lands immediately. A strong resolution from the present meeting would go a long way towards impelling the Provincial authorities to use dispatch in the matter.

**OTHER SPEAKERS**

Mr. Alonzo Wright M.P. expressed sympathy with his Gatineau friends in their position, while they had been deprived of marketing their produce by the non-building of the road up to the present, they should still bear in mind that a work of such magnitude could not be carried out in a short time, as there were many obstacles to overcome. He exonerated Mr. Mackintosh from all blame, considering him

**A DEEPLY INJURED MAN**

who had been much maligned. Much of the delay had been caused by the Quebec Government's procrastination in locating the lands. But the well to do people of the Gatineau should exert their energies in pushing forward the interest of the road. Mr. Mackintosh had done everything he possibly could to benefit the project, and he was sure, if the people were not satisfied later on, that gentleman would hand over his trust to any company they wished to designate.

**MR. DUHAMEL M.P.P.**

Differed from his friends in the Dominion House in their assertion that the Quebec government were responsible for the delay. He contended that the Provincial authorities had done all the law allowed them to do. If the Government subsidies were insufficient he hoped the Ottawa county and city and Hull would do all in their power to induce a larger grant to be made.

**MAYOR MCDUGALL**

of Ottawa, pointed out the difficulties invariably encountered in carrying out a work of this kind. He eulogized Mr. Mackintosh, saying he was a reliable man, and one of the best Mayors Ottawa ever had. He should be given a fair show now, as his laudable efforts were about to be crowned with success, and ere long, they could ride from away up the Dessert to New York in one short night (cheers).

Mr. Logue expressed satisfaction at the explanations made by Mr. Mackintosh.

**CARRIED UNANIMOUSLY**

Moved by Mr. Joshua Ellard, seconded by Mr. Charles Logue, that after having heard the explanations of Mr. C.H. Mackintosh M.P., and his promise to continue construction by May 15th, 1886, and to rapidly complete the road, this meeting and the inhabitants of the Gatineau will be satisfied and gratified if that promise is carried into execution, and that this meeting warmly and earnestly urges the Provincial Government to finally locate the land and subsidies, and to prepare a map showing the same.

**Notes.**

Before adjourning, the meeting awarded votes of thanks to the various speakers, and to the county council for assisting at the gathering. Cheers were given for the "King of the Gatineau" and the Gatineau Valley Railway.

As Mr. Mackintosh was emerging from the hall, his back was discovered to be covered with whitewash from leaning against the wall, whereupon a punster remarked, amid much laughter, that he had been "doubly whitewashed today."

**Friday 12/03/1886 Ottawa Citizen Maniwaki**

Gatineau Railway long article. See copy.

**Tuesday 16/03/1886 Ottawa Free Press Chaudiere Chaudiere**

A rumor is current amongst the lumbermen of the Chaudiere that if the Canada Atlantic railway obtains right of way through the lumber yards that planing mills will be constructed in connection with the saw mills. The lumber will be made ready for building purposes before being shipped.

**Thursday 18/03/1886 The Equity, Bryson Pontiac & Pacific Junction**

Mr. Joe Farrell of Shawville, we understand, has a contract for clearing one mile of road west of the cutting at Campbell's Lake. He commences operations in a week.

A petition is in circulation and will in due time be sent to the railway by the people of Bristol, with sums of money ranging from \$1 to \$40 opposite each name, for the purpose of having a station erected for the better accommodation of the people of that township at McKee's. Messrs Thomas Craig, George Morrison, James Caldwell have each subscribed \$40. Under these circumstances it is fair to assume that the company will grant the prayers of the petitioners.

Mr. George Kemp of Clarendon has requested us to announce that the report current in some quarters that he refused to give the station grounds free to the P. & P. J.

*Thursday 18/03/1886 The Equity, Bryson Pontiac & Pacific Junction*

That station. When the Advance says this journal threw all the cold water it could upon the scheme of bringing the line of railway via McTiernan's beaver meadow it simply states, to use a mild way of putting it, that which is not true, as anyone can judge by referring to our articles on the subject. The Advance knows this well, too, but it has become so enslaved of late to the nefarious practice of falsification, that it cannot content itself without endeavoring to manufacture an article from whole cloth, which will surpass in texture and design all previous productions in the line of baseless fabrication. What we wrote in connection with the McTiernan route was nothing more or less than the facts warranted. - facts grounded upon the information of engineers, - men whose opinions were certainly worth more than those of any non-professional, and of whose honesty in representing the matter fairly and squarely we had not the slightest doubt. Has we attempted to lessen the magnitude of the difficulties which these gentlemen proved to exist, would it, we appeal to any rational mind, have had one particle of weight in inducing the company to adopt the beaver meadow route? Would the company be more likely to act upon public suggestion than the mathematical calculation of their engineers? It cannot surely be pretended that they would. Hence, we saw no advantage in giving other than the naked facts which the case presented, and because we acted on this wise, the Advance gives to our attitude a coloring by asserting that we condemned the McTiernan route (gross untruth) in view of having the line by Mr. Clarke's adopted in order that the station might be located on his property. Now that the latter route has been decided upon; we among others fell in with the idea of having the station at Mr. Clarke's because (1) in offering to put it there the company showed their willingness to forego their original intention of locating stations at intervals of every seven miles in order to meet in a measure the requirements of this village. (2) the company were justly bound to consider the petition of settlers living in North Clarendon and Thorne who urged that it be put on Mrs. Kemp's, while on the other hand there was a strong voice from Calumet Island asking that Hughes' be the point chosen. To obviate the difficulty here presented, and no doubt to avoid material interference with their calculations, the company favored Mr. Clarke's as being the point which would give the most general satisfaction. (3) The location at Mr. Clarke's would not effect the company's prearrangement to have a station at a point in Franktown to suit the Leslie traffic as also that of a portion of Calumet Island, a feature which seems to be lost sight of by some of those interested. (4) We believe that a very good road can be made across the country to Mr. Clarke's which would have the advantage of being level, thus offsetting the difference in length, and at a cost which would not be greatly in excess of that required to make the present Litchfield road suitable to the fall or spring's traffic. Apart from the above reasons, we feel assured that the company have some time ago decided upon the point at which the station is to be, as that little will be accomplished by the Advance or anyone else protesting. If the aspect does not exactly suit them; and notwithstanding our cotem's assertion that 95 per cent of the inhabitants of this village are against Mr. Clarke's we are positive that at least a third of the prominent business men are in favor of having it there, and they are certainly the most interested. We regret that our cotem should take such a gloomy view of what seems inevitable.

*19/03/1886 Perth Courier Westport*

Directors Appointed

March 2 1886. The following named Directors of the BW&SSM Railway;

Joseph Collett

Calvin S. Price

R.H. Preston

Clarkson Jones

J.B. Saunders

George H. Weatherhead

Gen Samuel Thomas

Samuel Elliott

W.H. Fredenberg (Westport)

W.H. Cole (Brockville)

W.B. Smellie (Brockville)

The shareholders confirmed the contract with Mr. Hervey for the Westport division and authorized the directors to contract with him for the rest of the line, which contract Mr. Hervey is willing to enter into if the government bonuses which the company expect to get are given this winter.

Clarkson Jones elected President

R.H. Preston elected Vice-President

W.B. Smellie elected Secretary-Treasurer

*Saturday 20/03/1886 Ottawa Citizen Chaudiere Chaudiere*

Canada Atlantic Extension

The railway to obtain right of way over the aqueduct

The civic committee to whom had been referred the application of the Canada Atlantic Railway Company for a right of way across certain streets and over the aqueduct and waterworks property for a proposed extension of their line into the lumber yards, held their second meeting yesterday afternoon to complete their report to the Council. All the members were present, namely, Mayor McDougal and Ald. Hutchinson, Cox, Brown, Heney, O'Keefe and Durocher. City Solicitor MacTavish was also in attendance and Mr. J.R. Booth represented the Canada Atlantic Railway. A report was drawn up which was entirely satisfactory to both parties. It recommended that the corporation give to the railway company the solicited permission only so far as they legally have the power to do so, and for so long only as the company shall conform in every particular to the regulations laid down at length in the report. These embrace principally that

A SINGLE TRACK

only shall cross Broad, Lett, Lloyd and Queen streets, the approach to Queen street being between the waterworks pump house and the present No. 1 fire station, and the crossing of the street just north of Pooley's bridge. The company are to erect and maintain the necessary gates at the crossings, and not allow cars or engines to stand or stop at crossings. The gates are to be of the latest approved description and watchmen are to be kept at each crossing. The width of the land allowed to be used across the aqueduct property has been restricted to the minimum necessary for a single track - about 25 feet in place of 100 asked. The aqueduct will be arched over with stone arching where the track will cross it, between Lett and Lloyd streets. In lieu of the present No 1

FIRE STATION

which will be rendered useless by the extension the company undertake to erect, before the 1st October, 1886, a substantial brick building on Duke street probably about 30 feet wide and 46 feet in depth, two storeys high with mansard roof and hose tower attached. In compensation for the waterworks land, which the railway company have the use of, they agree to purchase and hand over to the city other property of equal extent and value, the city needing this for storage purposes. The company agreed to fence the track wherever required. The corporation gives the permission to the company on the distinct understanding that the city

SHALL NOT BE LIABLE

for any expense whatever in connection with the matter and the company also agree that in case the aqueduct should require to be extended, they will perform all the necessary excavation for deepening and enlarging such extension at any time when required by the corporation, to the distance of at least 15 feet on each side of the centre of the railway crossing.

It will thus be seen that the Canada Atlantic gives very

SUBSTANTIAL COMPENSATION

for the privileges acquired from the city. In laying out the route for the extension, the public convenience has not been lost sight of. From Broad street the track will run just along the side of the hill leading up to Wellington street and the streets which it will cross, with the exception of Broad and Queen streets, are almost unused at the point of crossing. Then the crossing of Queen street can be seen from a good distance in any direction, which will tend to avert accidents. The principal railway traffic too, will likely be in the early morning and after nightfall, the cars being shunted across in the morning, for instance, loaded and taken away after the street traffic has ceased at night. There is no doubt that this extension will be of immense commercial value to the lumber kings of the Capital.

*Saturday 20/03/1886 Ottawa Free Press Chaudiere Chaudiere*  
The stone for the covering of the waterworks aqueduct is now ready at Hull quarries. The CAR company will have teams employed drawing the stone next week.

In connection with the new scheme for the Canada Atlantic line crossing to the Chaudiere, it may be mentioned that another is in course of preparation, which if carried into execution, will make Ottawa street the main approach to the Canadian Pacific depot.

*Tuesday 23/03/1886 Ottawa Free Press Pontiac & Pacific Junction*  
The Pontiac and Pacific Junction Railway so far as it is built is becoming a very popular means of locomotion. Gentlemen who arrived in the city last evening being passengers by that line say they were surprised that a road such a short time in operation could make such uniform good time. The run between Quio and Aylmer, a distance of something over twenty miles was made in an hour. Active construction operations are going on the Western section and within a short time a locomotive will be running into Bryson, the county town. The point at which the railway will cross the Ottawa river has not yet been decided on, and many contend that the line should be carried as far through the county as practicable, that is to the mouth of Deep River, before crossing to the Ontario side.

*Tuesday 23/03/1886 Ottawa Citizen Chaudiere Chaudiere*  
The Canada Atlantic  
Proposed Extension Sanctioned by the City  
A special meeting of the city council was held last evening to receive the committee report respecting the right of way proposed to be granted to the Canada Atlantic Railway at the Chaudiere Flats. Mayor McDougal occupied the chair and all the aldermen were present.  
**THE C.P.R. HEARD FROM**  
A communication from the solicitor of the Canadian Pacific Railway was read. It asked that in making the proposed arrangements with the Canada Atlantic Railway a participation in the privileges granted be provided for.  
The communication was laid over for consideration.  
**THE PROPOSED CONCESSIONS**  
The report of the special committee was then read. It is a very lengthy document. A synopsis of its content appeared in the Citizen on Saturday. The report was signed by all the committee except Ald. Cox.

**A PROTEST**  
On motion to go into committee of the whole on the report, Ald. Cox moved in amendment that the report of the special committee be not adopted and further that it is inexpedient for this council to grant the Canada Atlantic Railway permission to lay their track along any portion of our waterworks property, the said property having been specially expropriated for waterworks purposes only and is really required for extending such works, and the Council further protest against the proposed crossing of Queen Street at the level of said street.  
There was no seconder for this motion.

**THE REPORT CONSIDERED**  
The council then went into the committee of the whole and took up the report clause by clause.  
The first clause laying down the proposed route of the extension from Broad Street to near Bridge at the intersection of Britannia Terrace, having been read, the plan was produced and examined by those aldermen not on the committee.  
Ald. Brown dilated upon the debt the city owed to the Canada Atlantic Railway for the advantages it had conferred and pointed out the compensation the company offered for the privileges granted. He hoped no opposition would be offered to the report.  
Ald. Cox said to give this right of way would be all very well if there were no other means by which the railway extension could be brought about, but held that there were other routes more in the public interest. He objected to the crossing of Queen Street at that point where about twelve vehicles crossed every minute, and also to the line running along the waterworks aqueduct past where the time for the extension of the works had passed. He characterized the proposal as a disgrace to the corporation.  
Ald. O'Keefe pointed out the advantages which the railway had conferred upon the city in keeping down freight and passenger rates, in the money that it circulated here with its large number of employees, and in other ways. He also pointed out the advantages to accrue from the extended facilities for lumber shipment. He pointed out that the company employed 161 men around Ottawa, whose monthly wages were \$66,000; that the winter shipments gave employment to 200 men who would otherwise be idle; that by this extension a great proportion of the heavy traffic would be taken off the Chaudiere streets and that the removal of the lumber piles consequent on the railway extension would remove danger to the city from fire there.  
Some further discussion, of a nature a bit excited and personal took place, and the clause was adopted.  
The following clauses were then taken up and passed seriatim without material discussion or alteration.  
The committee rose and reported progress.

On the motion to adopt the report, Ald. Durocher made a lengthy speech explaining upon what grounds he favoured granting these privileges. As an advocate of granting bonuses to industries he felt it his duty to give every possible encouragement to this great industry.  
The mayor said ten years ago he had taken part in having the bonus granted to this railway, the contention being that the city would be benefited by having the road run to the lumber yards. Still being of this opinion he was in favour of giving them these facilities now. He pointed out how the freight rates had been 17c per hundred before the Canada Atlantic was built while now it was only 10c. He pointed out that it was altogether likely that manufactories would take the place of the lumber piles to be removed. He thought all possible precautions had been taken to prevent injury to the waterworks. He deplored the necessity of having the railway cross city streets, but showed that this had to be done in every city. With respect to the plan of having the track cross under Pooley's Bridge, he pointed out that engineering difficulties stood in the way, besides which such crossing would block future extension of the waterworks. If the railway went by the upper end of Broad Street, as also advocated, he pointed out that it would have to cross the C.P.R. tracks as well as several important streets. He hoped the company would build a passenger railway on the route of their extensions as this would be a decided advantage to residents of the West End. He said that after the Canadian Pacific Railway's communication had been received a special meeting had been held at which Mr. J.R. Booth had then expressed his willingness that the C.P.R. should come in on the proposed extension, on reasonable compensatory conditions of course. The lumbermen fully recognized the desirability of having both roads run into the lumber yards.

The by-law authorizing the Mayor to enter into the necessary agreement with the Canada Atlantic company was read and passed.

*Tuesday 23/03/1886 Ottawa Free Press Carleton Place Ottawa, Broad Street*  
The new scheme for making the main approach to the Canadian Pacific railway station through the Richmond road and Ottawa street appears to find considerable favor amongst all classes. It will probably be completed at an early date.

**Thursday 25/03/1886 The Equity, Bryson Pontiac & Pacific Junction**

We learn from the best authority that the grade across the Allumette Island is very good, over which the engineers are now surveying. It was feared at one time that the grade would be very difficult, but the line now being run dispels this fear. The crossing at or near Black River is being located. The locating engineers stopped at a point last year near the Coulonge River, where they could either turn to the right or to the left on resuming operations. By turning to the right it would throw the road one mile behind the village, and to the left it would run right through the village. The latter course, we understand, the officials have decided to adopt, which, in addition to other advantages, will give a better crossing over the Coulonge River, which in itself is quite a consideration. The Quyon bridge, which is one built of iron and stone, cost \$5,000, and the bridge across the Coulonge will cost at least double that amount. The eastern end of the road will be much more expensive than the western end, on account of the bridges, which will number, by crossing at Black River, seven. This line, when completed, will make the distance between Ottawa and Pembroke twenty miles less than by the Canadian Pacific Railway.

Grading continues with unabated vigor. Large excavations have been made at the Kemp's, Wallace's and Campbell's. Above Campbell's no grading has yet been commenced. Between these points is the heaviest work on the whole line, some of the cuts and fillings being thirty feet.

The first car load of grain from Shawville was shipped on Saturday, March 13, by Mr. J.M. Shaw over the P. & P. J. Ry.

Telephone communication has been established between Shawville and Quyon by the P. & P. J. Ry. Compy.

Mr. Harris, chief engineer of the Pontiac railway, returned the Shawville from up river, whither he had gone, in company with Mr. Wm. Clarke, to look after the crossing at Black River, and to attend to other matters relative to the railway.

**Thursday 25/03/1886 Ottawa Citizen Chaudiere Chaudiere**

Work Commenced. Preparations for the Canada Atlantic extension at the Chaudiere are being pushed. The stone for the bridge across the aqueduct is now being hauled. It is calculated that 100 men will be employed in making the extension, which will be completed in about three months at an estimated cost of \$125,000.

**Thursday 25/03/1886 Ottawa Journal Chaudiere**

Mr. Mountain and Mr. Linsley of the C.A.R. have been engaged to supervise the construction of the route of the C.A.R. extension. Both are efficient and experienced men.

**Saturday 27/03/1886 Ottawa Free Press Prescott Rideau Canal**

A new wooden swing bridge is being erected on the line of the St. L. & O. railway over the Rideau canal. Quite a large number of builders are engaged in the work.

**Monday 29/03/1886 Ottawa Journal Chaudiere Chaudiere**

Burglars broke into the office of the Canada Atlantic Railway at the Chaudiere a few nights ago. They threw the contents of a trunk on the floor, and, as nothing was missing, it is expected they beat a hasty retreat. The police have been notified.

**Friday 02/04/1886 Ottawa Citizen Belleville Perth**

Perth Car Shops

Four cars per day are still being converted from flat to box cars in the Canadian Pacific Railway shops at Perth. Orders for the construction of 100 stock cars and ten conductors vans have been received.

**Friday 02/04/1886 Ottawa Journal Belleville Perth**

Flat cars are being converted into box cars at the Perth car shops at the rate of four per day. Orders from the Canadian Pacific for the construction of one hundred stock cars and ten conductors vans have been received.

**Monday 05/04/1886 Ottawa Free Press Chaudiere Chaudiere**

The Canada Atlantic railway is engaged in drawing stone for the new piece of line, and have concluded several contracts for the construction of the work, The agreement between the corporation and the company will probably be signed today.

**Tuesday 06/04/1886 Ottawa Journal Pontiac & Pacific Junction**

The Pontiac and Pacific Junction Railway is built four miles beyond Shawville. Ten miles further are contracted for and will be opened for traffic on August 1st. A car is run daily between Shawville and Aylmer.

**Wednesday 07/04/1886 Ottawa Free Press Chaudiere Chaudiere**

The agreement between the corporation of the city of Ottawa and the Canada Atlantic railway, for the construction of the Chaudiere extension railway, was signed, sealed and delivered on Monday afternoon.

**Wednesday 07/04/1886 Ottawa Journal Sussex Street Sussex Street**

Train loads of coal coming into the St. Lawrence and Ottawa Railway have been temporarily stopped owing to the floods.

**Thursday 08/04/1886 The Equity, Bryson Pontiac & Pacific Junction**

Mr. William Hodgins, son of Mr. James Hodgins, has disposed of his contract of the heavy earth cutting situated on Mr. Robt. Wallace's to Mr. R. Brownlee. Mr. Hodgins had displaced about 3000 yards of earth when he made the transfer. The cutting at Wallace's creek and several other sublet portions comprising earth cuttings, and right of way clearing are progressing favorably. Mr. William Clarke of this village has sublet a job from Mr. Thomas Wilson, immediately above the the cutting or Campbell's Lake. He intends starting work next week. A contract for three miles of construction has been awarded to one Mr. Leahey of Montreal, and it is rumored Mr. John G. Poupore has a five mile section to construct. Mr. R.D. Finnigan has the job of building cattle guards at the creeks running through Mr. Clarke's farm.

It seems now definitely settled that the stations are to be located at Messrs. Clarke's and Campbell's, the latter point being the first at which the road will tap the Ottawa river, attaches to it no little importance in the company's opinion. Another station will be located somewhere near Vinton.

The crossing place has not yet been decided, and it is likely a thorough survey of each place will be made before any one particular will be adopted. The chief engineer, we have heard, is rather favourably impressed with the Deep River crossing. This is certainly the route which the upper end people would be served to the greater advantage, and consequently one worth of that deep consideration, and consequently one the company are likely to accord it.

**Friday 09/04/1886 Ottawa Free Press Ottawa City Passenger**

The horses attached to the street railway cars are having exceptionally heavy work in drawing their huge caravans through the slush and over the sand at the new bridges. (i.e. New Edinburgh)

**Saturday 10/04/1886 Ottawa Journal Winchester**

The location of the Canadian Pacific short line between Smiths Falls and Montreal has been decided upon. The work of construction will at once be begun, and it is the intention to have the road completed by 1st January next. In all probability the round house will be established in Smiths Falls, as great inducements are offered them to locate there, and if so, it will prove a great boon to the town.

**Wednesday 14/04/1886 Ottawa Free Press Ottawa City Passenger**

The street railway company is doing its best to rapidly finish the relaying of their track on Bank and Sparks streets. The state of the junction at present, however, is unavoidably such that it is almost impossible for vehicles to travel. Several collisions took place there yesterday afternoon, all of them the result of careless driving.



**Thursday 15/04/1886 The Equity, Bryson Pontiac & Pacific Junction**

The contract for ballasting something over fifty miles of the Pontiac Railway has been given to Mr. Doran, late contractor on the Canadian Atlantic Railway. Mr. Leahey, with a force of men commenced work on that part of our line running through Mr. William Connelly's farm. Mr. McAdam, of Montreal, has taken a five mile contract on the P. & P. J. Ry. extending from Campbell's Lake upwards. It is definitely settled, we believe, that a station will be built at Campbell's, to tap the Ottawa river at that point.

**Thursday 15/04/1886 Ottawa Citizen Canada Atlantic**

The early morning mixed train on the Canada Atlantic Railway yesterday was brought to a stop about four miles from the city owing to the engine breaking down. A freight train coming along five minutes later ran into the rear of the mixed, the fog being so dense the driver had not time to stop the train after perceiving the obstruction. The freight engine was derailed and pretty badly broken, as were also three cars of the mixed train. None of the men on the trains were hurt.

**Friday 16/04/1886 Ottawa Citizen Ottawa City Passenger**

The street cars are obliged to take the Kent, Queen and O'Connor street route owing to the improvements now going on on the Sparks and Bank street tracks.

**Friday 16/04/1886 Renfrew Mercury Eganville**

Eighty of the residents of Eganville and vicinity have sent a communication to the Kingston Board of trade, setting forth the wants of that district for railway facilities, the agricultural and mining resources which would furnish a railway line with business, and asking the Board of Trade to use their influence with the Dominion Government to obtain a bonus for the road, and also with the directors of the K. & P.R. to induce them to build the road. Mr. Nash, the K. & P. engineer, states that the line over which the road runs is mostly level. The distance is about 23 miles, and he estimates the cost of construction would be \$15,000 a mile, or about \$345,000, for the while line.

**Saturday 17/04/1886 Ottawa Citizen Pontiac & Pacific Junction**

The contract for ballasting something over fifty miles of the Pontiac Railway has been given to Mr. Doran, late contractor on the Canadian (sic) Atlantic Railway. Mr. McAdam of Montreal has taken a five mile contract on the P.P.J. Ry. extending from Campbell's Lake upwards. It is said to be definitely settled that a station will be built at Campbell's to tap the Ottawa River at that point.

**Saturday 17/04/1886 Ottawa Citizen Ottawa City Passenger**

The Street Railway Company had their cars out yesterday for the first time in 1886. Those who had to travel over the route were not sorry for the change from busses to the smooth running cars. Where the new double track is being laid at the corner of Sparks and Bank streets the roadway is being raised about a foot which make a marked improvement as this spot was so low heretofore that it became a regular mud lake after every shower of rain.

**Saturday 17/04/1886 Ottawa Free Press Chaudiere Chaudiere**

Preliminaries having been completed, the construction of the proposed extension of the branch of the C.A.R. into the Chaudiere, will be commenced in a few days. This new line has been a long felt need among the lumber merchants of the Chaudiere and the prospect of its completion will be hailed by them with delight. Mr. Geo. Mountain, engineer to the C.A.R. company was out with his staff making a sort of preliminary survey over the proposed route this morning. The regular survey will be commenced on Monday next and the work of construction will be pushed on as soon afterwards as possible. Starting from the terminus of the track, at Broad and Wellington streets, the new line will run across Broad street and through Dr. Hill's grounds, clearing his residence by about forty feet. The extension will then be continued across Bridge street, below the Victoria ward school, to the aqueduct, which it will strike close to the Lett street bridge. It is intended to cover over the whole length of the aqueduct between Lloyd street and the Lett street bridges. The object of this is more especially to prevent any possibility of dirt or refuse getting into the water from the railway. The direction of the track across this bridge will not be at right angles to the line of the aqueduct, but will be considerably inclined. The line will then be continued across Lett st. through the corporation yard, at present stored with lumber, to the pump house and then, making a curve round by the fire station, will strike across Queen street through the press house yard, along Britannia terrace into the lumber yards, probably terminating somewhere in the immediate vicinity of the Chaudiere iron bridge. As the rails will pass within ten feet of the entrance to the present fire station, that building will have to be rebuilt elsewhere, an improvement which is sadly needed. The construction of the proposed bridge across the aqueduct will probably be commenced next week. Mr. Mountain has been all over the private rights of way through which the track will have to pass and has been assisted in every way by the proprietors. In fact, the whole undertaking, which will be rather onerous for the company, has been much facilitated by the assistance rendered by the corporation and private parties interested. There will be altogether be five level street crossings, namely, on Broad, bridge, Lloyd, Lett and Queen streets. The approaches to the crossings on each street will be gently inclined so as not in any way to impede the ordinary street traffic. The amount of work which this undertaking will involve will be very great, when compared to the actual length of the extension. He embankments along the whole course will have to be supported by stone masonry, while the construction of the bridge will be no small work. A large force of men will be employed and the line is expected to be completed this season.

**Saturday 17/04/1886 Ottawa Free Press Ottawa City Passenger**

The street cars were driven on the rails for the first time yesterday, and those who travelled by this mode of conveyance were much pleased at the change from the jolting bus which has been doing service for some time back.

**Monday 19/04/1886 Ottawa Journal Canada Atlantic Elgin Street**

The cars wrecked on the recent smash-up on the C.A.R. are being repaired at the Company's shops on Elgin street.

**Wednesday 21/04/1886 Ottawa Citizen Canada Atlantic**

Parliamentary Pullman car

An extra parlour car is attached to the train on the Canada Atlantic Railway leaving Ottawa 4.50 p.m. on Friday for Montreal and returning will leave Montreal on Mondays at 8.45 a.m.

**22/04/1886    The Equity, Bryson    Pontiac & Pacific Junction**

With the recent fine weather the sub-contractors on the P. & P. J. Ry. have made good progress with grading. According to contract, the train must be running to Smith's by the first day of June, and in order to accomplish this it is found necessary to put on a night gang on the heavy cuts. This week, we understand, a night gang will be put to work on the cut at Mr. Robt. Wallace's. Altogether the progress made at this point is very fair for the amount of labor employed, yet there is much to be done, and the sub-contractor will be taxed to his uttermost capacity to have it completed in the specified time.

The timber for the station, which is being built especially for the convenience of the people of Thorne, North Clarendon and Bryson, at Mr. Wm Clarke's is being gotten out, some of which is now ready for the builder's hands. The train will be running up as far as Campbell's on 1st July.

It is now said there will be a station some where between Campbell's and Coulonge, very likely at or near the RC church in Franktown.

Since the abandonment of the beaver meadow route, some of the citizens of this village have been considering the necessity of having a branch railway built from the main line to tap the village. In pursuance of this objective, Dr. Gaboury while in Montreal last week, made it his business to interview the Hon. Dr. Church of the Ry. Co., after which he went to Quebec and laid the scheme before our representatives in both branches of the legislature. The doctor's return on Friday was succeeded by a meeting of the ratepayers on Saturday evening, at which he explained the result of his mission to the following effect:- Having asked Mr. Church if he thought the company would raise any objection to the granting of a charter for the construction of said branch line, the latter said some of the company might object on the grounds that the branch might fall into the hands of the C.P.R. and thus militate to the detriment of the Pontiac railway. Mr. Church rather favored the idea of obtaining a subsidy equivalent to that already received for the main line, for which the company would undertake to build the road, although they might not agree to run it any longer than three years. In reply Dr. Gaboury said three years was too short a time and thought they should at least agree to run it for ten years.

Obtaining from Mr. Church a written statement of the terms upon which his company would undertake to build the road, he then proceeded to Quebec, where he met the Hon. George Bryson and Mr. Poupore, M.P.P. These gentlemen informed him that it was now too late to secure a charter this session, it being necessary to have notice of application for same inserted for several weeks in Official Gazette. They, however, promised to do their utmost to procure the subsidy required.

On his way home the doctor called on Mr. John Bryson, M.P. at Ottawa, who promised to render the scheme what assistance he could.

When the doctor concluded his remarks it seemed to be the general impression of those who heard him, that the council should memorialize the company and the governments, and also that petitions of the ratepayers be sent to each.

Notices have been issued for the opening of a ferry, by J. Archie Mohr of Onslow, between MacLaren's Landing, Torbolton, and Mohr's Landing, Onslow. Only passengers and light baggage will be carried. The ferry will connect with the P. & P. J. Ry. at Mohr's station.

**Thursday    22/04/1886    Ottawa Free Press    Ottawa City Passenger**

The new metal on the street car track at Bank and Sparks street gives the drivers considerable work to keep the cars on the rails. It will not be many days before the traffic will have brought the roadway to a good surface and there will be no danger of loose stones derailing the cars. Of course, where the rails are the steam roller cannot be used.

**Friday    23/04/1886    Renfrew Mercury    Eganville**

Mr. B.W. Floger, superintendent of the Kingston and Pembroke R.R., when spoken to by a Whig reporter, about the extension of the road to Eganville, said, "The road will be built. It is only a matter of time. We have the necessary charter. The country back there is opening up, the farmers are becoming wealthy, and as traffic increases on our line the demand for the extension will make it imperative that it should be built." The Enterprise, this week states that Messrs. Wm. Gorman and Robert Turner, of Eganville, visited Ottawa, and were granted an interview with the Minister of Railways, to whom they were introduced by the M.P.'s of North and South Renfrew. The Minister promised that a grant would be recommended to the line, so soon as the company could show a reasonable scheme for building the

**Saturday    24/04/1886    Ottawa Citizen    Winchester**

The C.P.R. Short Line. The Canadian Pacific Railway will receive tenders for the construction of the Ontario and Quebec extension from Smiths Falls to Montreal until 14th prox. The length of the line to be constructed is 121 miles.

**Monday    26/04/1886    Ottawa Free Press    Ottawa City Passenger**

A bad accident occurred on Saturday evening about 8.30 as a street car was going to the city from New Edinburgh, when it came to the end of the first bridge, it ran off the track into a hole, and turned on its side. Captain Olcraft was thrown off on a pile of stones on his back and was very badly injured internally. Mr. J.C. Wilson was thrown through the window, the glass cutting his right arm badly. Dr. Bell sewed up the wound. Mr. Ingram was thrown over the dash board but escaped injury. Captain Olcraft was in a very critical condition yesterday. It is likely there will be a suit brought against the company for damages.

**Thursday    29/04/1886    The Equity, Bryson    Pontiac & Pacific Junction**

A temporary road is being made at Campbell's for the accommodation of the travelling public, by the Ry. Co., as the cut there runs through the public highway. A rumor has gained some currency to the effect that the excavation at this point has been run so close to the road that the travelling is unsafe, and that an accident of a serious nature has already occurred. On examination of the cut and inquiry regarding the accident we find the rumor to be untrue. There is no possibility of an accident unless it is courted.

Grading is progressing so rapidly that the services of three engineers are required to lay out the work for the contractors.

Ballasting has been begun and will continue uninterrupted until the entire line between the points above mentioned is completed.

The locating engineers have examined the crossing at Fort William, with what results we have not heard.

Mr. Mullarky has been filling Mr. W.R. Kenny's place, in settling up for right of way claims, the latter gentleman having been confined to the house through an accident, for the past six weeks.

A large gang of Swedes, with 12 large draft horses and carts, arrived in Portage du Fort on Monday from Renfrew, on their way to work on the Pontiac railway.

**Tuesday    04/05/1886    Ottawa Free Press    Sussex Street    Sussex Street**

A bloated looking engine on four small wheels was puffing backwards and forwards and making a big noise with the bell on the deserted Dalhousie street track this morning. It finally stopped close to the Cumberland street crossing, and its appearance so alarmed horses attached to passing vehicles that in many cases they could not be persuaded to cross and had to be driven round by another street.

**Wednesday    05/05/1886    Ottawa Journal    Maniwaki**

The Gatineau Valley people are patiently waiting for the 15th of May, as they are determined to force construction of the road this summer. The president, Mr. C.H. Mackintosh is negotiating with American contractors who will probably take charge of the work.

**Thursday    06/05/1886    The Equity, Bryson    Pontiac & Pacific Junction**

Although there has been a good deal of grading done, still we understand, it is not advancing as rapidly as is desired, and in all likelihood subcontractors will be forced to put on night gangs, and very large night and day gangs indeed will be required to even have the road graded to Ashel Smith's by the first of June next.

It is whispered that there will likely be a strike, unless the wages of the navvies are raised, about the 15th -- pay day.

The wood cut on the right of way across Mr. Ashel Smith's, was consumed by fire last Sunday, together with a portion of that gentleman's fence. The wood destroyed amounts to several cords. The fire was set for the purpose of burning out stumps, roots, &c.

**Thursday    06/05/1886    Ottawa Free Press    Tramway**

A horse was drawing a number of trucks along one of the tramways of the Chaudiere this morning, then some little children who were playing about ran between the rails and narrowly escaped being knocked down and run over. More care should be paid to young children in such a locality.

**Thursday 06/05/1886 Ottawa Free Press Chaudiere Chaudiere**  
The men employed on the C.A.R. extension were busily engaged this morning laying the foundation for the proposed tunnel over the aqueduct. This work is now being pushed on rapidly and Mr. Mountain's, the engineer, prediction that this would be completed this season seems to be in a fair way to be verified.

**Thursday 06/05/1886 Ottawa Journal Carleton Place Ottawa, Broad Street**  
The C.P.R. waiting room at the depot is being repaired and painted over a new. The large clock which has been out of order for some time has been sent to Montreal for repairs.

**Friday 07/05/1886 Ottawa Free Press Ottawa City Passenger**  
The driver on one of the street cars on Wednesday was observed treating his horse with great brutality. It was a clear case for the S.P.C.

**Saturday 08/05/1886 Ottawa Free Press Ottawa City Passenger**  
Two street cars running in opposite directions met on Sparks street opposite C.S. Shaw & Co.'s store yesterday afternoon. Instead of one giving way the drivers proceeded to argue the question and quite a large block ensued.

**Saturday 08/05/1886 Ottawa Journal Maniwaki**  
The government has handed certain maps to Mr. Mackintosh, M.P. indicating where the lands offered as a subsidy to the Gatineau Valley Railway are located. The work of construction will be commenced on the 15th inst.

**Thursday 13/05/1886 The Equity, Bryson Belleville Perth**  
The new station of the Canadian Pacific Railway, to be built this summer at Perth, will be a fine stone building of an entirely new design and presenting a very handsome appearance.

**Thursday 13/05/1886 Shawville Archives Pontiac & Pacific Junction**  
Ballasting was commenced on Tuesday of last week between Shawville and Quyon. It is expected before the end of this week that at least two engines will be employed at this work. It is said the work under the charge of Mr. Leahy in Upper Litchfield is being done better and progressing with greater rapidity than any other portion along the line.

**Friday 14/05/1886 Ottawa Free Press Pontiac & Pacific Junction**  
Mr. H.J. Beemer of the Pontiac & Pacific railway, was resting in the rotunda of the Russell this afternoon, when a Free Press reporter stepped up and asked for a few particulars concerning the construction of the line. Mr. Beemer put on his most cordial smile and said, "certainly." Some forty-one miles have already been laid down and the contract is let for fifteen and a half miles more. When these are finished the track will reach as far as La Passe which is the first crossing over the Ottawa river. The contract for ballasting the whole line is let and there are between 300 and 400 men employed about the various sections. The line, when completed, will reach to Pembroke, a distance of 85 miles, and it is confidently expected that the company's trains will do some of the fastest times in the Dominion, it being intended to place 40 miles an hour as the minimum speed. The line will be finished towards the end of October.

**Monday 17/05/1886 Ottawa Journal Canada Atlantic locomotive**  
The express locomotive "No. 4" of the Canada Atlantic Railway, which was being reconstructed for some time past at the Elgin Street shops, will be ready for its trial trip about the end of the present week. Among other improvements made the engine, which will run between Ottawa and St. Albans, VT., is the putting in of the Westinghouse air brake.

**Monday 17/05/1886 Ottawa Free Press Ottawa City Passenger**  
Two street cars again got on the same line of rails on Sparks street this morning. One quickly backed on to the nearest loop, and the other, in its efforts to effect a safe and speedy passage, got off the rails. It was speedily replaced and resumed its journey without delay.

**Friday 21/05/1886 Ottawa Citizen Winchester**  
Montreal 20th. Contracts were awarded yesterday for the construction of the short line between Montreal and Smiths Falls to the following firms: Messrs. W. Bachner; Hutchinson; Wood and Molesworth; John Drew; T. & J. Robson; Corbett & Skead; Breer; Conolly, Briggs & McMahon; J. & W.G. Elliott; Fauquier & Dunwoodie; Davis Bros.; Ross & Holt; at fair prices. The distance to be traversed by this new line will be about 126 miles. It will pass through the counties of Soulanges, Vaudreuil, Glengarry, Stormont, Dundas and North Grenville until it strikes the original Ontario and Quebec portion. The principle part of the railway is expected to be finished by the end of September and the whole of the line by the end of October. Mr. H.L. Lumsden C.E. will be the chief engineer for 104 miles from Vaudreuil to Smiths Falls, while Mr. P.A. Patterson C.E. will have charge of 24 miles from Montreal to Vaudreuil. Mr. T.G. Shaughnessy will be manager of the construction throughout.

**Friday 21/05/1886 Ottawa Citizen Canada Atlantic**  
Editorial. Supreme court has given judgment for the city against the Canada Atlantic. Question of subsidy.

**Saturday 22/05/1886 Ottawa Journal Chaudiere Chaudiere**  
The viaduct being constructed over the water works to enable the Canada Atlantic Railway to reach the lumber yards at the Chaudiere is progressing rapidly. A large number of masons are at work and a section of the arch is approaching completion. The work is of much greater proportions than was at first anticipated and will furnish employment for a large staff of men for some months to come.

**Monday 31/05/1886 Ottawa Journal Lachute**  
Defacing the Cars  
An irate conductor.  
A few days ago as the Montreal 8.30 train was speeding on through Templeton at a forty-mile-an-hour rate, conductor Spencer's eye caught a calculating Frenchman footing up his probable profits on a railway contract, on one of the panels of a new car in which he reclined in a seat isolated from his fellow passengers. "Hello!" said the conductor, "What's that you are about?" "Only making a few figures," replied the passenger, who was no greenhorn on the road. "Well, then. Do your figuring somewhere else than on the sides of a new car - this rolling stock is not intended to be used in that manner," angrily spoke the authority, the chop-fallen passenger proceeding to use his pocket handkerchief to erase the figures. To a fellow traveller, Mr. Spencer explained that he and his fellow conductors had trouble watching careless and troublesome passengers, who did not hesitate to use even jack knives in the second class cars unless under constant supervision. A few days previously a man had taken passage in a first class car, smuggling in a bottle from which he partook at times, until finally, in a state of obfuscation, he thought of getting rid of the bottle by putting it through the window, oblivious to the fact that a dollar pane of glass stood in the way. The dollar was promptly demanded and promptly paid.

**Monday 31/05/1886 Ottawa Free Press Chaudiere Chaudiere**  
 Operations in connection with the C.A.R. extension into the Chaudiere, are making rapid progress. About one half of the aqueduct, between the Lloyd and Lett street bridges, have been tunnelled and the supports are being got rapidly in position for the remainder. As fast as the masonry in the tunnel is completed the outside is being covered with a thick deposit of stones and sand, consequently when it is finished there will be no trace of the stone work visible except from beneath. Mr. Mountain, the company's engineer, informed a reporter this morning that the tunnel would in all probability be finished by the 1st of July, and at a cost of about \$15,000. The whole extension is expected to be finished and in working order before the middle of August. Considerable work will be necessary to perform the grading between Broad street and the tunnel. This portion of the line will skirt the side of a rather steep incline and a high embankment will be necessary in some places. Another difficult portion to construct will be that portion of the line which will run along the back of Britannia Terrace. As the line will have to be thirty feet out from the road, it will have to run along the bank of the gully, consequence a heavy embankment will be required there also. The terminus will be close to the first iron bridge. The company will also have to grade Lett and Lloyd streets above the bridges and this will require several hundred tons of sand, &c. There will be no gates for the crossing on the two above named streets, but on Queen street automatic bars will be applied. The total cost of the extension will probably be over \$125,000.

**02/06/1886 Athens Reporter Westport**  
 Directors approve B&W Location from Farmersville to Westport  
 The Directors of the Brockville, Westport and Sault Ste Marie Railway met at Brockville on Monday last, when a resolution was passed formally locating the line from Farmersville to Westport. The location of the line from here to Brockville was held in abeyance until after the vote on the bonus by-law in the front of Elizabethtown. A large number of tenders have been put in and it is generally understood that the tender of D.J. McDonald of Ottawa for grading the whole line is the

**Thursday 03/06/1886 The Equity, Bryson Pontiac & Pacific Junction**  
 Messrs. Doran & O'Toole are getting along well with their contract of ballasting the lines. An extensive gravel pit has been opened by them near the Shawville station for this purpose, in which about 100 men are employed.

The accommodation train at present run by the company has developed a considerable volume of traffic since the road entered Shawville. Consignments of freight for all parts of the country arrive there daily.

An incipient strike among the navvies was reported from sections of the line last week. The too free indulgence of stimulants following pay day was doubtless the cause.

It is asserted the cutting at Campbell's Lake has changed contractors, the work going into the hands of Messrs. Harris and Stevenson, who have just completed the job

**Friday 04/06/1886 Ottawa Citizen Lachute Papineauville**  
 Timber by rail. Barnet and MacKay's square timber cut on the Sturgeon River has all passed Sturgeon Falls en route to Cache Bay from which point it will be shipped by CPR to Papineauville. The C.P.R. Co. are building a spur a mile long, striking the river above the falls, where D.&E.D. Moore will boom and load their square timber. The iron will be laid in a few days - Canada Lumberman.

**Saturday 05/06/1886 Ottawa Citizen Pontiac & Pacific Junction Shawville**  
 Yesterday a young man employed on the CPR gravel train met with a sad mishap at Shawville falling off the car there in which he was employed at the time owing to a sudden jerk. His whole left arm was crushed to a jelly and amputation was found to be necessary. The victim was a native of South Indian. NB - Shawville was on the PPJ at the time yet the reference is to a CPR train - CPR didn't take over the PPJ until 1902.

**Saturday 05/06/1886 Ottawa Journal Pontiac & Pacific Junction**  
 Messrs. Doran and O'Toole are getting along well with their contract of ballasting the Pontiac and Pacific. An extensive gravel pit has been opened by them near the Shawville station for this purpose, in which about 100 men are employed. An incipient strike among the navvies was reported from some sections of the line last week. The too free indulgence of stimulants following pay day was doubtless the cause.

**Wednesday 09/06/1886 Ottawa Journal Chalk River Petawawa**  
 Account of the Petawawa accident - see accident file.

**09/06/1886 Athens Reporter Westport**  
 Rear Yonge and Escott Exempt B&W from Taxes for 21 Years  
 The Municipal Council of Rear Yonge and Escott met in the town hall on Monday evening, and passed a by-law to exempt all the property of the B&W Railway that may be erected within the municipality from taxation for a period of 21 years with a proviso that the company comply with the terms of by-law number 302 (granting a bonus) respecting the location of a passenger and freight depot within the police corporation of Farmersville; and further that the company shall instruct the parties authorized to issue and sign the debentures issued by the township, to destroy the coupons for the first year's interest on said debentures. We believe that by the terms of this agreement the municipality will be the gainer, as unless the company erects very large and expensive passenger and freight stations in the municipality, the taxes the company would pay would not amount to the interest on the debentures the first year.

**Thursday 10/06/1886 Ottawa Journal Chalk River Petawawa**  
 Account of the inquest - see accident file.

**Thursday 10/06/1886 The Equity, Bryson Pontiac & Pacific Junction**  
 A large staff of engineers are at present on the line, most of whom are laying out on the construction. A strike among the labbasters was reported last week. For the truthfulness of the rumor we cannot vouch.  
 Considerable work yet remains to be done at Campbell's Lake. At the beginning of this week about 100 yards in length were required to complete the long filling which skirts the eastern side of the lake. The large cutting from which the material for this has been taken is being operated from both sides, the displacement from the south section being put between Campbell's House and the river, where the necessary filling is considerable. A distance of nearly fifty yards yet divides the extremities of these cuttings, which involves work of a pretty heavy character, although the encountering of rock does not seem probable.  
 Mr. Leahey has made good progress with his work, which with the exception of a few links at road crossings, is completed. It is said he has procured another contract further north.

It might not be out of place here to say that the new piece of wagon road which it was necessary to make at Campbell's is decidedly too narrow. Located as it is on the hillside, renders the passing of teams without capsizing a matter of almost impossibility. In the public interest we think the road should have been made at least a yard wider.

**Saturday 12/06/1886 Ottawa Free Press Ottawa City Passenger**  
 The street car drivers would be glad to see some notice taken of the suggestion made by the S.P.C. that they should be provided with seats.

**12/06/1886 Brockville Recorder Brockville Brockville**  
 The schooner Pride of America is expected here today with a huge cargo of railway coal.

**Tuesday 15/06/1886 Ottawa Citizen Winchester**  
 The Morrisburg Courier says that work on the Ontario and Quebec Railroad portion of the C.P.R. short line is now going on through Mountain, Winchester and Finch, with hundreds of teams and about 1,000 men grading. Property is booming up fast and the holders are looking forward and preparing to enter into all the enterprises that are necessary for the growth of two prosperous towns in Winchester. The expenditure of money on this railroad will be over \$13,000 per mile and about one half will be paid direct for right of way and construction, for contractors, labourers and for produce from farmers, etc.

**Tuesday 15/06/1886 Ottawa Journal Buckingham**

The local train service on the branch of the C.P.R. is good, there being four trains up and down daily. Passengers are anxiously looking for the construction of some more convenient means of getting on and off the trains and shelter from bad weather.

**16/06/1886 Athens Reporter Westport**

Contracts for Sections 1 to 6 Brockville to North of Delta Awarded

During the past week the contracts for grading and masonry have been let for a large portion of the road from Brockville to Westport. Mitchell & Robinson have secured the contract for the 3 first sections extending from Brockville to near Farmersville. One of the firm arrived in Brockville on Monday and will commence operations at once. They call for 800 men and 100 teams. Sections 4 & 5 extending from a point a little east of Farmersville to Delta Creek, a distance of 12¼ miles has been awarded to R&P Mitchell & Co of Ottawa. Section 6 from Delta about 6 miles has been let to P.C. Swathworth & Co of New York. On all these section work will commence at once. Boarding shanties were commenced at Phillipsville yesterday; and 20 teams left here this morning to bring 300 navvies to different points along the line. Everything points to an immediate commencement of work along the entire line between Brockville and Westport. We propose making some comments about locating of the line in our next issue.

**Wednesday 16/06/1886 Ottawa Free Press Chaudiere Chaudiere**

Work on the C.A.R. extension into the Chaudiere is being rapidly pushed forward. The tunnel over the aqueduct between the Lloyd and the Lett street bridges is almost finished and so far presents a most solid and substantial appearance. There seems to be a fair prospect of the tunnel being finished by July 1st, as predicted.

**17/06/1886 Athens Reporter Westport**

Sod turning at Athens Dr. A.K. Addison turned the first sod on Mitchell and Robinson's contract on the B&W Rwy. at Athens.

**Monday 21/06/1886 Ottawa Citizen Winchester Merrickville**

Great excitement prevails among the residents of the proposed short line from Smiths Falls to Montreal, at the quick execution of that important work. Some two hundred navvies are at work in the neighbourhood of Merrickville, and grading excavations are already made for two miles.

**Tuesday 22/06/1886 Ottawa Journal Carleton Place Ottawa, Broad Street**

The Union depot is undergoing a thorough renovation. It has been raised, and a force of painters are at work putting on the last coat of paint. The depot will assume a much improved appearance, when the work is completed.

**Tuesday 22/06/1886 Ottawa Citizen Carleton Place**

The opening of the Canadian Pacific Railway for traffic from Montreal through to the Pacific coast, which will mark the inception of a new era in Canadian history is now definitely fixed for Monday June 29, a week from next Monday. (NB. Monday was June 28).

**23/06/1886 Athens Reporter Westport**

Railway Construction. The Brockville, Westport & Sault Ste Marie Railway under way at Last. The First Sod Turned. Inauguration Ceremonies at Farmersville. The work to be Rapidly Pushed Towards Completion.

After a delay of a number of months 'twixt hope and fear, the railway connecting Brockville and Westport, and which the more sanguine believe will be ultimately extended to Sault Ste Marie, was on Thursday last commenced near Farmersville. At about one o'clock Mr. Mitchell, the contractor, with twenty men, armed with spades, was on the ground giving directions to inaugurate the work. Mr. Mitchell is a tall, well-built man, with a commanding presence; decision of character and readiness for physical action as distinctly marked as the promptitude with which he designs, animates, so to speak, through all the linen of his work. Having quickly made the necessary arrangements, he called upon Dr. Addison to turn the first sod.

The men being summoned to the spot, and there being a large number of spectators present, the doctor addressed a few words to those assembled around him. Our anxieties, he said, as to the commencement of the road were now happily over. We had got tired of taking long journeys over bad and rough roads, in slow conveyances drawn by lame horses, and we could not but hail with delight the anticipation of being wafted withersover we will in almost less than no time, no matter what the state of the roads or condition of the weather. As to its pecuniary advantages he referred to a simple statement of his some time since, published in the Brockville Recorder and Times. If a man had but one sheep to sell, and he wished to tame the wind, all he would have to do would be to convey it to the nearest station, and then there he would find a purchaser. Addressing himself to the men, he said he hoped that they would not quarrel and fight, but live in harmony with one another, as the work to be accomplished could only be done by a long pull, a strong pull, and a pull altogether. Quarrels, however, among workmen were chiefly the result of too much grog. But happily, in the cause of peace and quiet, since the Scott Act was enforced they could not get a drop for the life of them, and would have money in their pockets. He was a physician, and it was his duty to warn them to take care of their health - always to remember the bad effect of suddenly checked perspiration; the bad effect of over-heated men sitting or lying on the damp, cold ground! He referred to recorded circumstances which, he said could not be too often repeated. One of the princes of Germany had been hunting, and while in a state of profuse perspiration entered his palace, threw open a window to enjoy the evening breeze, took a chill and in thirty-six hours was no more. The doctor's mother had taught him all such things, and would not allow him even to sit on a cold stone.

Thursday last as a rainy day; but as it is unlucky to spill salt on the floor, so it is unlucky to begin any great work on Friday. So on Thursday, although a near shower was in the sky, there was no postponement, and Dr. Addison proceeded to throw the first spadeful of earth on the Farmersville section of the B&W Railway. Mr. Mitchell, with a due amount of solemnity in his voice, then repeated the Lord's prayer, after which the men went to work with a right good will. Our reporter only regrets the absence of the thrilling sounds of the bagpipe, the soft minstrelsy of the harp and the gentle notes of the guitar, in honor of the nations which have supplied us with those strong and hardy men.

**Thursday 24/06/1886 Ottawa Journal New York Central**

Messrs. C.E. Hickey, M.D. Morrisburg; J. Kerr, Farrans Point; A.P. Ross M.P.P. Cornwall; Walter Shanly, M.P. and Dr. Bergin, M.P. Cornwall; arrived here today and registered at the Russell. Various rumors are afloat regarding their mission to Ottawa. One is to the effect that they are here to promote their Ontario and Pacific railway, the terminal points of which are Cornwall and Sault Ste. Marie. It is expected that the subsidy of \$3,700 for the building of the road will be disposed of to the company undertaking construction. Rumor has it that contractors have been found to build it.

**Friday 25/06/1886 Ottawa Journal Maniwaki**

It is not unlikely that the Gatineau Valley Railway has seen its darkest days and that the work of construction will be commenced at an early date. Judge Sypher of Philadelphia, who has been stopping at the Grand Union, for some time past, left today on a trip of inspection over the route as far as the river Desert. He was accompanied by three gentlemen, including Mr. Smith, who is an expert railway engineer. The party will be gone for four or five days. They will traverse the entire stretch of country from Hull to the northern terminal point. They are entrusted with the task of making a thorough enquiry regarding the engineering difficulties to be encountered as well as the resources of the region to be opened up. On their return they will submit the result of their inspection to a wealthy syndicate of American capitalists, who are prepared to build the road. If their report proves as satisfactory as expected, the work of construction will be commenced

**28/06/1886 Ottawa Citizen Chaudiere Richmond Road chaudiere**

Canada Atlantic Railway advertisement June 28 1886.

A train leaves Richmond Road station at 7.45 a.m. and 4.35 p.m. connecting with trains leaving Elgin Street at 8.00 a.m. and 4.50 p.m.

**Tuesday 29/06/1886 Ottawa Citizen Carleton Place**

From ocean to ocean. (extracts)

At Calumet the depot was elaborately decorated and illuminated. A band played popular airs and the large assemblage cheered the arrival and departure of the train. At Point Duchene and other places on the road to Ottawa, bonfires were lighted and houses were illuminated, and everywhere as the train passed it was greeted with local and enthusiastic cheers.

**THE SCENE AT OTTAWA**

No demonstration was organized in Ottawa to greet the passage of the train which was destined to become historic, but a large number of citizens gathered at the Union Depot last night some time before the time fixed for the arrival and enthusiastic contemplation of the prospect was the rule. The exuberance of the reception afforded the train from the moment of its leaving Montreal delayed it, and it was not until half an hour after the schedule time that its near approach to Ottawa became apparent. Then the pyrotechnic salute was given at the depot, the moving spirits being Messrs. William Porter and Pearce. The train backed into the depot in two sections, one being the through section and the other the regular Toronto train with extra baggage and mail cars attached. The through section consisted of the superb dining car "Holyrood", the sleeping car "Honolulu" two first class coaches and an emigrant sleeper. The crowd gathered at the depot sent no noisy cheers but made up in curiosity or interest what it lacked in exuberance. The cars had no sooner come to a stand still than they were invaded by a host of Ottawaites who eagerly examined the fittings and general arrangements. Many expressions of admiration were heard as the crowd filed through the cars, for the "Holyrood" and "Honolulu" are simply palaces on wheels. A Citizen reporter who went through the train succeeded in finding the first passenger who bought a through sleeping car ticket and in order that posterity may cherish his memory, his name is given. He was Mr. C.I. De Sola of the firm of De Sola and Ascher, Montreal.

The train being late on arrival at Ottawa was speedily sent forward on its journey, taking with it through passengers from this city.

As the cars began to move out of the depot, friendly hands were finally shaken, good wishes were exchanged and with buoyant feelings of patriotic pride the crowd left the depot and dispersed to the four quarters of the city.

Engine No. 300 which brought the train from Montreal was driven by Engineer Barrant, Fireman Maynes. Another engine was coupled on to No. 300 before she left Ottawa. No. 300 gave no outward sign of possession of the Montreal flag, the advent of which had been promised by telegraph.

**Wednesday 30/06/1886 Ottawa Journal Winchester**

Mr. R. Lester, contractor of Ottawa, has just opened extensive new quarries back of Hull in the vicinity of Mr. C.B. Wright's quarries. Mr. Lester has a large gang of men engaged in getting out stone for his contract with the new Short Line Railroad for the construction of the bridges on the line.

**Thursday 01/07/1886 The Equity, Bryson Pontiac & Pacific Junction**

The extensive cutting in the rear of Robert Wallace's farm will be down to grade level this week. The road as far as Stevenson's Creek will then be ready for ties. A branch line has been surveyed between the proposed station on Mr. Clarke's and this village. The line terminals on Mr. McVeigh's property on the hill to the east of the village, and will be comparatively easy of construction. As soon as the cutting at Campbell's is finished there will be a further stretch of several miles ready for the ties. Considerable pile driving will have to be done where the road crosses Stevenson's Creek. The bridge at this place will be low.

**Saturday 03/07/1886 Ottawa Citizen Buckingham**

Her majesty's mails, which have been up to the present conveyed from Buckingham station to the village in the old fashioned stage, were on the 1st instant taken over by the Buckingham branch line, and will in future be carried to the village by rail.

**Saturday 03/07/1886 Ottawa Journal Buckingham**

Mails for Buckingham village will in future be carried from the C.P.R. depot over the branch line.

**Saturday 03/07/1886 Ottawa Journal Pontiac & Pacific Junction**

Next week early, track laying will be re-commenced on the Pontiac and Pacific Junction Railway from the point 4 miles west of Shawville, where it was last stopped. By August 15th, trains will run as far as Campbell's Lake and by October 1st to the Coulonge. There are now two locomotives and sixty cars engaged in the construction work, such as ballasting, etc. The train already runs two trains a day between Aylmer and Shawville, one leaving Shawville at 7.30 a.m. and returning leaving Aylmer at 6 p.m.

**Wednesday 06/07/1886 Ottawa Journal Winchester**

A Kemptville correspondent writes that a visit to the camp of Messrs. Corbet & Kemp. Contractors for the five miles division of the short line, C.P.R., east of Kemptville, shows the work to be in a forward state. Mr. Tod Lyons, who is bookkeeper and storekeeper for the contractors, said he expects this division to be completed in about six or seven weeks at the longest, when the gang will be removed to another contract. There are, at present, about 150 men on the works.

**Thursday 08/07/1886 Ottawa Journal Ottawa City Passenger**

The bus line between the Protestant Hospital and the Post Office, will scarcely run at all this summer. The residents of the city in that direction are agitating for a street car track running in that section of the city. The proprietor of the buss line is said to have lost money in the enterprise.

**Thursday 08/07/1886 The Equity, Bryson Pontiac & Pacific Junction**

The celebration at Shawville was probably one of if not the most successful ever held in that village. The prospect of witnessing the novel sight of a Masonic procession and the arrival of an excursion train from Aylmer --

At ten o'clock the brethren of the Pontiac Lodge A.F. & A.M. together with several visiting members assembled in the Masonic hall, preparatory to their marching up to the station to receive King Solomon's Lodge of Aylmer. After about an hour's delay, in which the regular opening and closing ceremonies were performed, the brethren formed in procession and walked to the station. The platform and in fact all the available vantage ground was by this time in possession of the large crowd of people whose curiosity had drawn them together to witness the arrival of the excursion train. An hour afterwards an engine, tender foremost, and gaily decked with miniature flags, steamed up drawing four box cars filled almost to suffocation with passengers. --

At five o'clock, amid uproarious cheers, the waving of hats and handkerchiefs, the train rolled away on its homeward journey, and the crowd returned to the village.

**Monday 12/07/1886 Ottawa Citizen Carleton Place**

Several Ottawa merchants are at present engaged in negotiating with the CPR authorities with a view to availing themselves of the new facilities offered by the road for the transport of freight to and from the Pacific coast.

**Thursday 15/07/1886 The Equity, Bryson Pontiac & Pacific Junction**

It is stated that track laying is to commence this week for which the road as far as McLennan's Creek is now almost ready.

A large quantity of earth yet remains to be removed at Campbell's cutting.

Mr. McAdam's contract for five miles is nearing completion.

A rumor was current a few days ago that some further contracts had been given out, which upon inquiry proved to be incorrect. It is unlikely any more will be given out until the crossing place is definitely settled.

**Friday 16/07/1886 Ottawa Journal Pontiac & Pacific Junction**

The work of constructing the Pontiac and Pacific R.R. is being rapidly pushed forward. The rails have been laid about twenty miles above Shawville.

**Tuesday 20/07/1886 Ottawa Journal Canada Atlantic**

The Canada Atlantic, with considerable enterprise yesterday instituted a buffet dining service on the train between the city and Montreal.

**Tuesday 20/07/1886 Ottawa Citizen Canada Atlantic Deep cut**  
New piling ground. To accommodate their increasing lumber business Messrs. Bronson & Co. are erecting new piling grounds at the deep cut, also a new planing mill at the same place.

**Tuesday 20/07/1886 Ottawa Free Press Ottawa City Passenger**  
The street railway are laying a new track on Sussex street and are using the improved rails on it. The improvement, of course, necessitates the tearing up of considerable metal.

**Thursday 22/07/1886 Ottawa Journal Winchester Merrickville**  
The stone work on the bridge on the C.P.R. short line at Merrickville will be finished before Saturday night. Operations are also being pushed forward at Kemptville, where the stone work of the bridge crossing the river there will be finished within three weeks. There is a great scarcity of labor at both places. The road has been graded to a point ten miles west of Kemptville. All the grading will be finished before fall and the bridges at St. Anne's and Vandreuil (sic) will be completed early in December. The greatest activity prevails at the Hull quarries where a great proportion of the stone is being obtained. A large number of barges are employed carrying stone down the river to St. Anne's.

**Friday 23/07/1886 Ottawa Journal Chaudiere Chaudiere**  
A Journal reporter, meeting Mr. J.R. Booth this morning asked him what he intended to do if his offer to the City Council of \$5,500 for the building of the Chaudiere Fire Station was rejected. Mr. Booth stated that if his offer, which he considered a liberal one, was rejected, he would build the station as he first agreed upon his own plans. He stated that he would have the work done, and done satisfactorily, for \$5,000 but he offered the council \$5,500, as he did not wish to be bothered with it having sufficient to attend to in his own private business.

**Friday 23/07/1886 Ottawa Citizen Ottawa City Passenger**  
Street railway cars pass Queen's Wharf in time to connect with steamer Empress leaving at 7.20 a.m. excursion to Grenville and return. Fare 50c. Saturday excursion to Grenville and return - fare 50c. Steamer Empress leaves Queen's Wharf at 7.20 a.m. Street cars leave Suspension Bridge at 6.45 a.m. and connect with steamer.  
Double tracking  
How it is progressing on our street railway.  
The work now going on beside the street railway tracks at the corner of Sussex and Rideau streets, will complete the most difficult and tedious part of the task the company have in hand in double tracking their line from Pooley's Bridge to Murray street. As this spot is the only corner they have to bother them now, the double tracks having been laid at the Bank street turnings early in the spring, and now extending in an unbroken line from Pooley's Bridge to Sparks street east of Bank. The grade given to the company for their track is about a foot above the present level, so that just as soon as the new track is put down the corporation will have to raise the roadway. Instead of being flat as at present, Sparks street will be "crowned" much as the streets at the Chaudiere now are. When their improvements are completed the company will be in a position to give very much improved service.

**Saturday 24/07/1886 Ottawa Citizen Prescott Bedell**  
When the Smiths Falls line of the Canadian Pacific is completed, instead of western Ontario passengers going to Ottawa via Carleton Place, they will be transferred at Kemptville Junction, two miles from Kemptville, to the St. Lawrence and Ottawa Railway which is now operated by the Canadian Pacific. The train service on the St. Lawrence and Ottawa will be greatly improved. - C.P. Central Canadian.

**Saturday 24/07/1886 Ottawa Citizen Ottawa City Passenger**  
A quantity of rails for use on the new double track of the city passenger railway were deposited on Metcalfe street near Sparks yesterday afternoon. They are the new improved flat rail, not the "terror" to vehicles in use on the old track.

**Thursday 29/07/1886 The Equity, Bryson Pontiac & Pacific Junction**  
On Thursday night last while the night gang were at work in the railway cutting at Campbell's Lake a Finlander named ? Met with his death by the caving in of a large portion of the embankment on the side of the cutting. Rest illegible.

**Tuesday 29/07/1886 Ottawa Journal Winchester**  
Several employees working on the Short Line near Kemptville left work last week and, as the contractors, T. & G. Robinson, would not deviate from the rule of not paying men who voluntarily quit work until the next pay day, the employees sued the contractors. The case came up at Brockville last Saturday, Mr. G.E. Kydd, appearing for the defendants, when judgment was given dismissing the action against the contractors.

**Friday 30/07/1886 Renfrew Mercury Kingston (CP)**  
The Kingston and Pembroke railway company have decided to keep the sleeping car "Chapleau", now running between Kingston and Sharbot Lake. It was thought that the sleeper would not pay but the car has been well patronized.

**Friday 30/07/1886 Ottawa Journal Ottawa City Passenger**  
A street car ran off the track on Rideau street this morning where the laborers are excavating. A party of men were, for a considerable period of time, trying to get it on the track again. The cars were delayed for some time.

**Monday 02/08/1886 Ottawa Free Press Ottawa City Passenger**  
The Street Railway company still neglects to put up any warning lights at night where they are cutting up the streets, and the unwary are likely to drop into the holes they have made in the dark. The night before last a gentleman in the public works department fell into one of the excavations and received some severe contusions. He is now inquiring who he should legally proceed against. The Street Railway company who neglected to observe the city bylaw, or the corporation which seems careless about enforcing its own ordinances. He says he will go for somebody when he finds out who is the right one to go for.

The street railway company have at last taken the hint given them by this paper, and last night had lams put up at the dangerous points where new track laying is going on.

**04/08/1886 Athens Reporter Westport**  
Rock Work on Farmersville Section and Delta Road  
The work on the Farmersville section of the B&W RR is progressing very rapidly, and the foremen have done their duty towards both men and contractors. They have finished the rock cut opposite Mr. Pierce's on the Delta road and have done about as fast work as any men could do in rock. There have been excavated in the neighborhood about 1,000 yard in eighteen days, with an average of about 20 men. The foreman, Tom McIlvenna and Wilson Riley, have performed their duties in a manner which must be gratifying to the contractors, Mitchell & Robinson.

A large number of Italian workmen are expected on this section shortly.

Fay & Co are making good progress on their section of the road.

**Thursday 05/08/1886 The Equity, Bryson Pontiac & Pacific Junction**

It is expected the iron will be laid as far as the road crossing near Mr. William Connally's by the end of this week.

The station house at Campbell's will be completed by the time the rails are laid to that point.

Nothing has been done yet towards the work of bridging McClellan's Creek. This is likely being deferred until the track is laid up to the point in order to facilitate the bringing up of the necessary materials and plant required in construction. It is proposed to put a temporary bridge across so as not to interfere with track laying. The same will be done at Bernard's Creek.

Day and night gangs are still working at the cutting at Campbell's Lake, which will yet take some time before completed.

Mr. McAdma's five mile contract north of Campbell's is finished. As the remaining section between the end of this contract and Fort Coulonge will be very easy to construct, there is every possibility of the rail reaching Fort Coulonge this fall.

**06/08/1886 Brockville Recorder Brockville Brockville**

The first direct consignment of tea from Yokohama to Brockville - eight cars for New York - arrived 42 days out of Yokhama.

**Tuesday 10/08/1886 Ottawa Journal Chaudiere Chaudiere**

It transpired that twenty-two tenders were received yesterday, for the construction of the new fire station on the Chaudiere. The committee threw out two of this number, one of the contractors tendering for the wrong job, the other omitting to mention a figure. Many of the tenders were high, while several were correspondingly low. The sum of \$5,500 agreed to be paid by Mr. J.R. Booth in lieu of erecting the station has been deposited to the credit of the Corporation.

**Tuesday 10/08/1886 Ottawa Journal Westport**

John F. Wood, M.P. Brockville was in town today on official business. "Yes," said Wood to a Journal reporter, "operations on the Brockville and Westport Railway are being pushed forward on an extensive scale. The track between Brockville and Westport, a distance of forty-two miles, will be laid early this fall. The entire work is under contract save a stretch six miles in extent between Lyn and Brockville.

"But we have not settled down to work in real earnest yet," said Mr. Wood.

"The road will be completed next year as far as Sharbot Lake, where a junction will be effected with the Canadian Pacific Railway. Our charter gives us power to extend as far as Sault Ste. Marie, at the entrance to Lake Superior, and to this point the rails will be laid ere many years elapse. The Sault is destined to become a great railway centre. The Northern Pacific and two other roads from the centre of Michigan are fast extending their lines to the same place. The Canadian Pacific Railway branch from Algoma Mills cannot handle all the volume of traffic offered by the American roads, and as our route is the most direct one to the sea board, we will, in all likelihood, experience considerable activity.

An act passed last session provides for the construction of a bridge across the St. Lawrence at Brockville, thus bringing us into direct connection again with the American railway system."

**Tuesday 10/08/1886 Ottawa Journal Prescott Union Depot Chaudiere**

The first through tea train over the Canadian Pacific, between Vancouver and Montreal, passed through Ottawa on Saturday afternoon. It consisted of ten cars and contained the cargo of the S.S. R.B. Flint. A curious crowd inspected the train during its ten minutes' stay at the Union Depot.

**Saturday 14/08/1886 Ottawa Journal Ottawa City Passenger**

There is a great deal of dissatisfaction throughout the city, but especially amongst the merchants on Sparks street, at the slow progress made by the Street Railway Co. in the prosecution of their work. The interests of the people are wholly disregarded and the principal business streets are unnecessarily obstructed for weeks at a time. Whether this is due to the incapacity of those employed to manage the work or the indifference of the company to the convenience of the public is a question which should be settled speedily. A street railway, properly conducted, is a great advantage to a city, but, managed as the Ottawa street railway has been, it is an unmitigated nuisance. It is difficult to say whether the old buggy smashing rail, or the obstruction erected by painfully slow degrees on Sparks street to receive the new rail is the more injurious to the traffic of the city. There ought to be some authority in the Corporation competent to compel the company to prosecute their work with greater vigour or in shorter sections. For a long distance on Sparks street a sort of semi-elevated track has been built and allowed to remain untouched for a considerable time. As a merchant in the neighbourhood remarked, it is too high to be crossed by a vehicle and too low to dodge under - it is neither a horse car track nor an elevated railway, but an obstruction pure and simple, which only a patient and long suffering community would tolerate for a single day. The city ought either to get possession of the streets or lease them to the Street Railway Company and end the difficulty.

**Thursday 19/08/1886 The Equity, Bryson Pontiac & Pacific Junction**

Owing to some delay in the arrival of the material, the iron was not laid to the proposed site of the station at Clarke's till the end of last week. The construction engine is now busily engaged forwarding ties and rails. A night gang is employed to distribute ties preceding the track laying.

A siding has been put in at Clarke's and material for the building of the station there is expected to arrive shortly.

The temporary trestle bridge at Stevenson's Creek has been completed. The work was done by Mr. R. Finnegan, who has commenced the construction of the coffer dams required in laying the foundation of the abutments and pier for the permanent structure.

**Thursday 19/08/1886 Ottawa Journal Chaudiere Chaudiere**

Mr. John McKenna has secured the contract for the new fire station at the Chaudiere, the contract price being \$4,500. -- Operations were commenced forthwith, and this afternoon a large gang of men were engaged on the site of the proposed building.

**Saturday 21/08/1886 Ottawa Citizen Ottawa City Passenger**

On account of the elevation of the new track now being laid on Sparks street, near Bank, being so high over the old roadway, the horses have to be detached at this point pending the filling in of the track, drivers and workmen literally having to "place their shoulders to the wheel".

**Wednesday 25/08/1886 Ottawa Journal Ottawa City Passenger**

Last night about 8 o'clock three street cars met almost together on Sparks street. The passengers were obliged to change cars twice.

**25/08/1886 Athens Reporter Westport**

Glen Buell - Purchase of Right of Way Not Settled

There is quite a stir here in railway matters. Quite a number of men and teams have been discharged on account of the right of way not having been settled for .....(Get the proper wording)

**Thursday 26/08/1886 The Equity, Bryson Pontiac & Pacific Junction**

More Iron Bridges. Mr. Hughes? Has received information from head quarters that as soon as he has finished the bridge here he will receive the job of putting up those at Stevenson's and Bernard's creeks on the line of the P. & P. J. The material for construction will be carried by the railway.

**Friday 27/08/1886 Ottawa Free Press Ottawa City Passenger**

The work of laying the metals of the street railway is progressing on Sparks street. Why the engineers have thought it necessary to raise the crown of the hill does not appear plain to the uninitiated.

**Thursday 28/08/1886 Ottawa Free Press Pontiac & Pacific Junction**

The work of ballasting the line on the Pontiac and Pacific railway was begun yesterday. There are immense numbers of men employed in the work.



**Thursday 28/08/1886 Ottawa Free Press Maniwaki**

A considerable number of railway men are waiting about the city in the confident expectation of soon finding work on the Gatineau Valley railway, How far their hopes are destined to be realized, and at what date, is a matter still wrapped in the mystery of the future.

**Tuesday 31/08/1886 Ottawa Free Press Ottawa City Passenger**

The works on Sussex street in connection with the street railway are being rapidly pushed forward, and it is hoped that before long the two ends of the new rails will meet.

**01/09/1886 Athens Reporter Westport**

Contractors Not Paid, Workers Get 10% Cash

One of the railroad laborers boarding at J.W. Halladay's had occasion to get up last Sunday morning about 3 o'clock, and not being thoroughly awake mistook an open window for a door, and fell a distance of twelve feet. In his descent he broke a lower window cutting his foot and ankle so badly, that Dr Sinclair had to put in a number of stitches. He was badly bruised in other part of his body. The doctor gave him a good bathing with Lamb's LLL and says it is the best thing for sprains, bruises, etc, that he knows of.

For the past week there has been a great deal of dissatisfaction on the railroad, owing to the men not getting their money on the 15th instant. It seems that the contractors have had some trouble in getting the cash and did not get it until last Friday and Saturday, when they paid the men less 10%. It caused a good deal of excitement. There were groups of men all along the line discussing the state of affairs, declaring that they would not accept the cash on those terms, but the railroad contractors paid them off, giving them due bills for the balance. A man by the name of Michael swore that he would have the whole of his pay or he would sue the contractors. They had some words, which ended in their having a clinch. Some of the bystanders parted them, when the Italian contractor pulled out his revolver at Michael. The crowd interfered and stopped the fight. Michael has got out a warrant for the Italian contractor's arrest.

**Friday 02/09/1886 Ottawa Journal Maniwaki**

The lumber merchants of the Upper Gatineau are about to take an active part in the pushing forward of the Gatineau Valley railroad. They have concluded that they could economize by shipping their lumber by rail instead of driving it by water. They attribute the delay in getting their timber to the markets by the roughness of the river there being a number of rapids on the stream. Among others who have resolved to exert themselves and have the work begun at the earliest possible date are, Messrs. Gilmour & Co., and Hamilton Bros. of Ottawa; W.C. Edwards & Co., McCracken & Boyle, and James McLaren of New Edinburgh. All these gentlemen have extensive limits on the Gatineau river, and by means of creeks, timber could be easily driven within a short distance of where the proposed road will

**Thursday 02/09/1886 The Equity, Bryson Pontiac & Pacific Junction water**

The company are commencing the erection of water tanks along the line. One is now under construction at Smith's station, Bristol, others are to be located at Ferris' Creek, Eardley and Clarke's stations, Clarendon. Messrs. R.H. Buchannan & Co., of Montreal are the builders.

The lumber for Clarke's station arrived by rail this week. This station is to be of the same dimensions as those already built.

Ballasting is being actively pursued at various points along the line.

The track was laid as far as Mr. Stillman Smith's on Saturday last.

The station at Campbell's is nearing completion.

More but illegible.

A gang of men was employed at Stevenson's creek driving piles preparatory to building the stone abutments for the permanent bridge. Owing to the ??? this work of driving is somewhat slow.

**Thursday 02/09/1886 Ottawa Free Press Ottawa City Passenger**

The slow progress of laying the street railway track has excited the ire of a good many Sparks street merchants, who consider their trade injured by the length of time the street remains broken. Who is to blame in the matter is not easy to tell.

**Saturday 04/09/1886 Ottawa Free Press Canada Atlantic**

For some time past the Canada Atlantic trains have been annoyed by stones thrown at the cars while in motion. Last night County Constable McKenzie succeeded in tracing the nuisance to three small boys in Rochesterville. Owing to the tender age of the offenders he did not arrest the culprits, judging that a vigorous use of the sole of the paternal slipper would be as good a preventative to a repetition of the offence as any punishment the magistrate could inflict.

**Saturday 04/09/1886 Ottawa Journal Winchester**

In about a week or ten days the contractors on the Smiths Falls end of the new short line railway will be through as far as the grading is concerned. All along the line work is being pushed with great rapidity. Track laying will be commenced at once, and Mr. Lumsden, the chief engineer, is of the opinion that the road will be ready for traffic this fall.

**Saturday 04/09/1886 Ottawa Citizen Ottawa City Passenger**

The new street railway tracks are said to be not proving so great a success as they were anticipated to be. The flat rails are all very good, provided the earth is kept filled up around them. This, however, is not done so far, and the trouble appears to be as great as it was before.

**Saturday 04/09/1886 Ottawa Journal Maniwaki**

Mr. C.H. Mackintosh, president of the Gatineau Valley Railway, was in the city on business yesterday.

A Gazette representative, in conversation with Mr. Mackintosh, asked him when the work on the new railway was to be commenced.

"I expect," replied the member for Ottawa, "that we will commence work on the 15th of this month. We have made all arrangements and I received a telegram today stating that work would be commenced about the 15th. Montreal Gazette.

**Monday 06/09/1886 Ottawa Journal Lachute**

The Canadian Pacific is strengthening the bridges on its line between Montreal and Ottawa. The bridge work on that part of the line is pronounced now to be equal to similar work on any road in the world.

**Tuesday 07/09/1886 Ottawa Citizen Ottawa City Passenger**

On account probably of recent protestations on the part of merchants of Sparks Street a slight increase in the number of stone breakers on the repairs to the track on that leading thoroughfare was observable yesterday morning.

**Tuesday 07/09/1886 Ottawa Free Press Ottawa City Passenger**

The reconstruction of the street car tracks causes considerable confusion among the drivers who at times are puzzled to know which track to take. Several panics occurred between them during yesterday afternoon.

**Wednesday 08/09/1886 Ottawa Journal Winchester**

Mr. Guy Campbell of Messrs. O'Neil & Campbell, contractors Kemptville, was in town today. He says the rails are being rapidly laid on the Short Line from Kemptville eastward. The rails began to be laid in that section the day before yesterday.

**Wednesday 08/09/1886 Ottawa Journal Ottawa City Passenger**

The last state of the street rails on Sparks street, near Bank street, is worse than the first, near the curve the rail offers a serious obstacle to traffic. It projects from two to three inches above the level of the street and the wheels of vehicles crossing it cannot fail to sustain injury. The application of a little more broken stone at that particular place would have a very beneficial effect.

**Wednesday 08/09/1886 Ottawa Citizen Ottawa City Passenger**

The steam roller. This institution was at work on Sparks Street last night where the street railway work has been going on for some time and in consequence that thoroughfare has been put in pretty good shape from Bank to near Metcalfe Street.

**08/09/1886 Athens Reporter Westport**

Workers Still Unpaid

There is great excitement over railroad matters. A new story or yarn every night. Will the railroad bust? Men cannot get their pay, and then again railroad's busted; men won't give right of way. We have eventually come to the conclusion that when we see the first train go through, we have a railroad.

Our village is increasing in population all the time. A baker is starting business here. He will be ready for business in a few days and says he will sell bread for 24¢ per pan; women will be glad to hear of this.

**Wednesday 08/09/1886 Ottawa Journal Prescott Union Depot chaudiere**

Two tea trains from the Pacific coast are expected to pass through Ottawa tomorrow forenoon, en route for Montreal.

**Saturday 11/09/1886 Ottawa Journal Maniwaki**

A Journal reporter had an interview this afternoon with Mr. C.H. Mackintosh, M.P., President of the Gatineau Valley Railway. Mr. Mackintosh states that all negotiations for the immediate commencement of the work of construction have been completed and that the work will be started next week. He stated that a party of Canadian and American capitalists, who were advancing the money for the work, left the city yesterday for the purpose of inspecting the proposed line. Great difficulty had been experienced in locating the line from Hull to River Desert especially at Meache's Lake, Peche and Stag Creeks, where the old line, which was surveyed some years ago was found to be impracticable, but a party of engineers have just returned from that district where they have succeeded in locating the line successfully. Mr. Mackintosh is confident that the work of construction will be started next week and pushed rapidly on to completion.

**Saturday 11/09/1886 Ottawa Journal Chaudiere Chaudiere**

No. 1 new fire station, which is being erected on the corner of Queen and Duke streets, is getting along fairly. The foundation has been laid and the body of the building is now in progress. The building is 26 feet by 46 feet and will be quite an improvement on the former one which will be taken down on account of the extension of the Canada Atlantic Railroad passing over that ground. The new building is to cost about \$3,700, and will be finished by the first of December, after which it will be fitted up with a 1 modern improvements. There will be a residence above the station for the guardian. (check date)

**Saturday 11/09/1886 Ottawa Journal Canada Atlantic**

Messrs. D.C. Linsley and Chamberlain, the latter the new general manager of the Canada Atlantic were engaged at work today in the company's office, Elgin street. It is understood that Mr. Linsley, who is deemed one of the best railroad men in the country, will retain his connection with the road until spring, when his successor will be thoroughly acquainted with his duties. Mr. Linsley has not yet decided upon his future movements. He is at present considering three or four lucrative offers made him by various railways.

The new manager of the Canada Atlantic is a protégée of Governor Smith of Vermont. His career with the Central Vermont railway has been a most successful

**Monday 13/09/1886 Ottawa Journal Canada Atlantic**

Messrs. Linsley and Chamberlain, with a view to testing the roadbed of the Canada Atlantic had a quick run over the road on Saturday. They left the station here and accomplished the distance to Coteau, including stoppages, at the rate of a mile a minute. The train, which consisted of a locomotive and one car, below Casselman struck two cows hurling them from the track and killing them instantly. The occupants of the car experienced only a slight shock.

**Monday 13/09/1886 Ottawa Citizen Ottawa City Passenger**

The street railway conductors have got a nice quiet easy way of letting the cars down past the Russell House on Sparks Street pending the completion of improvements to the track in that vicinity. It being on a down grade just there, the horses are unhitched on the corner of Elgin Street, and the car rolls down the incline and is again attached at the bridge.

**Tuesday 14/09/1886 Ottawa Citizen Canada Atlantic**

General Manager Linsley of the Canada Atlantic Railway took a party of friends over the line to Coteau on Saturday, the run of eighty-one miles being made in the remarkable time of eighty-two minutes, including stops. The actual running time was seventy-eight minutes. This is claimed to be the fastest time ever made on this continent. Mr. W.G. Cole was conductor of the train and Mr. WM. Christie engineer.

**Friday 17/09/1886 Ottawa Free Press Ottawa City Passenger**

A balky horse on one of the street tram cars has attracted a good deal of attention lately. The driver takes a short and easy method with him. When he sees the horse gone, he stops the car unhitches the horse, and having turned him around two or three times, hitches him up again and drives on.

**Tuesday 21/09/1886 Ottawa Free Press Chaudiere Chaudiere**

The tunnel over the aqueduct between the Lloyd and Lett street bridges in connection with the C.A.R. extension into the Chaudiere has been finished for some time past, and the residents of the Chaudiere are wondering when operations in connection with the road are to be commenced. Three months ago it was predicted that the extension would be completed this fall, but so far nothing has been done beyond the tunnel.

**Tuesday 21/09/1886 Ottawa Free Press Ottawa City Passenger**

An improvement on the time made by the tram cars from the New Edinburgh bridge to the post office would be desirable. At present the time is placed at twenty minutes, but the distance could easily be done in fifteen.

**Thursday 23/09/1886 The Equity, Bryson Pontiac & Pacific Junction locomotive**

Two new locomotives have been placed on the road. They are named Hon. L.R. Church and Hon. George Bryson, respectively. Pile driving is concluded at Stevenson's Creek. Mr. Finnigan, who has charge of this work, expects to move his apparatus to Bernard's Creek this week, where there is also considerable driving to be done. The iron work for the bridge at Stevenson's is on the ground.

A large gang of Italians is engaged in raising the road bed and ballasting between Clarke's station and Campbell's. Gravel for the same is being taken from Wallace's cutting.

The track is now laid beyond the heavy filling at Campbell's Lake.

The frame of Clarke's station is erected.

Coulouge. A party of surveyors are busily engaged locating the road as far as this point. It is the prevailing opinion that the road will pass between the village and Coulouge River, which will be quite near enough - in fact the village survey extends to the Coulouge River, so that it is likely to pass through our village.

**Saturday 25/09/1886 Ottawa Journal Westport**

The steamer Swan has received the contract for towing fifteen barge loads of rails from Ottawa to Westport for the Brockville & Westport Railroad. The rails come from Montreal and have been towed up by Messrs. Blanchard & Co.'s steamers. The work of construction of this line is being rapidly pushed to completion. Over eight miles of the road is now graded, ready to receive the rails, and about eight more will be graded before the frost sets in. The road is receiving the hearty support of the farmers in the district through which it runs and the are assisting in every way possible the contractors who are building the line.

**Tuesday 26/09/1886 Ottawa Free Press Chaudiere Chaudiere**

Work has been suspended on the construction of the Chaudiere extension of the Canada Atlantic railway for some time. It is probable that it will be resumed in the course of the next month.

**Monday 27/09/1886 Ottawa Citizen New York Central**

The surveyors on the line of the Ontario and Pacific Railway, working from Perth on one side and Cornwall on the other, are expected to join their work at Duncanville this week. This pretty little village will experience quite a boom when it gets on a line of railway.

**Thursday 27/09/1886 Ottawa Free Press New York Central**

A party of nine surveyors are hard at work in the neighbourhood of Metcalfe, completing the survey for the new line of railway running to Cornwall, commonly spoken of as the Bergin railway.

**Monday 27/09/1886 Ottawa Free Press New York Central**

The surveyors on the line of the Ontario & Pacific railway, working from Perth on one side and Cornwall on the other, are expected to join their work at Duncanville this week.

**Tuesday 28/09/1886 Ottawa Journal Ottawa City Passenger**

This forenoon as one of the streetcars was proceeding up Wellington street, one of the horses dropped through an excavation that was being made under the track. The animal was extricated without injury.

**Wednesday 29/09/1886 Ottawa Citizen Canada Atlantic Alexandria**

A number of navvies hired to work on the CPR short line railway, and had been paid to Alexandria and refused to leave the Canada Atlantic ? at that station Monday night, and it was only after a delay of several minutes that they were forced off the train.

**Wednesday 29/09/1886 Ottawa Journal Sussex Street**

A horse was killed on the Ottawa & St. Lawrence Railway last night by a freight train coming in from Prescott. The accident happened on the new embankment near New Edinburgh.

**Wednesday 29/09/1886 Ottawa Citizen Chaudiere Chaudiere**

Work on the extension of the Canada Atlantic at the Chaudiere is not being rushed at the moment, as the track cannot be extended past the waterworks property until the new fire station is completed and the old building is abandoned. Good progress is being made with the station.

**Thursday 30/09/1886 Ottawa Free Press Winchester**

Mr. Sims, of the firm of Sims & Slater, was in the city today, having come down last evening from his contract on the Smiths Falls and Lachine branch of the C.P.R. railway. He states that the construction train has been running for some time over a great portion of the line, and that it is intended to run a passenger train in

**Tuesday 30/09/1886 Ottawa Free Press Chaudiere Chaudiere**

It is several weeks since the tunnel erected over the aqueduct, between the Lett and Lloyd street bridges in connection with the Chaudiere extension of the C.A.R. was finished, yet no other portion of the proposed line seems to be in course of construction. It is surmised that the work has been postponed until next spring.

**Saturday 02/10/1886 Ottawa Free Press Canada Atlantic locomotive**

The Canada Atlantic Railway company are adding to their rolling stock. They will have three locomotives running on and after December 1.

**Tuesday 04/10/1886 Ottawa Free Press Chaudiere Chaudiere**

The work of placing the mansard roof on the new Chaudiere fire station, is being rapidly proceeded with.

**Wednesday 05/10/1886 Ottawa Citizen Winchester**

The short line railway is reported to be proceeding at a very fast pace and will be in working order from Smiths Falls to Montreal before the winter sets in. Over 70 miles of track from Smiths Falls to Mountain, Dundas County, is laid, although not graded. The Nation River and Ste. Anne's bridges are now nearly completed and three others are well under weigh (sic). Workmen are busy all along the route day and night.

**Wednesday 06/10/1886 Ottawa Free Press Winchester**

The Short Line railway is said to be progressing at a very fast rate and will be in working order between Smiths Falls and Montreal by January first. Over 70 miles of track from Smiths Falls to Mountain, Dundas county, is laid although not fully graded. The St. Ann's and Nation river bridges are nearly completed.

**Thursday 07/10/1886 The Equity, Bryson Pontiac & Pacific Junction**

The remaining portion of the line between Bernard Creek and River Coulonge has been put under contract. The contract was given to Mr. McAdams who was to commence this week with a force of 1,000 men. With this number of men the work should reach Coulonge in a very short time.

Considerable commotion has been occasioned by the disappearing of one of the ballasting contractors who, it is said, left with more money than his own. The company is now obliged to take up and finish the work between Shawville and Campbell's

**Saturday 09/10/1886 Ottawa Journal Winchester**

Telegraph construction on the Smiths Falls Short line is now in an advanced stage of completion. Large gangs of men are working from both ends of the line, and will meet shortly. There will be one railway wire and five for commercial purposes. Connection will be made with the system here.

**Saturday 09/10/1886 Ottawa Journal Lachute Hull**

The morning train from Aylmer yesterday had a narrow escape from being wrecked. It was crossing the main line of the C.P.R. on its way to the city with the usual number of Civil Service and other employees here who reside in Aylmer when the Montreal freight train from Ottawa dashed through the cutting and was only stopped within a few feet of the passenger car crossing the track. It seems several cars broke from the freight train while crossing the bridge, which caused a delay so nearly resulting in a serious accident.

**Saturday 09/10/1886 Ottawa Free Press Canada Atlantic**

Our railways - article on the history of the Canada Atlantic railway.

**Saturday 09/10/1886 Ottawa Citizen Sussex Street Rideau River**

The embankment of the railroad track between Ottawa and New Edinburgh for the purpose of arresting, if possible, the chronic spring floods which annually inundate that village, is being rapidly proceeded with.

**Saturday 09/10/1886 Ottawa Citizen Maskinonge and Nipissing Maskinonge and Nipissing**

Report of engineer of route of Maskinonge and Nipissing Railway.

**Tuesday 12/10/1886 Ottawa Journal Pontiac & Pacific Junction**

Two hundred laborers will be sent to the end of the track of the Pontiac & Pacific Railway in a few days.

**Wednesday 13/10/1886 Ottawa Citizen Ottawa City Passenger Chaudiere**

There was a railway accident in the city yesterday - a street railway accident - car no. 7 running off the track at the corner of Wellington and Queen streets, Pooley's Bridge. There were no casualties but passengers were delayed fully a quarter of an hour before the driver succeeded in getting again on the track.

**Friday 15/10/1886 Renfrew Mercury Pontiac & Pacific Junction Fort Coulonge**

The Pontiac and Pacific Junction Railway is rapidly approaching Fort Coulonge. Almost sixty miles of the road are now completed.

**Friday 15/10/1886 Ottawa Journal Ottawa City Passenger**

The new street car track has been laid from the corner of George street as far as the Basilica on Sussex street. The double track will be completed shortly which will improve the street car facilities on great measure. A force of men have been at work since Monday laying the track.

**Tuesday 19/10/1886 Ottawa Free Press Ottawa City Passenger**

A rig to which a team of horses were attached came to grief whilst trying to cross the street railway tracks at the end of Sappers Bridge this afternoon. The off fore wheel was entirely smashed and the traffic stopped for some minutes.

**Friday 20/10/1886 Renfrew Mercury Kingston (CP)**

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

**20/10/1886 Athens Reporter Westport**

Elbe Mills - Work Comes to a Standstill

Work upon the railroad, which recommenced a short time ago has again nearly come to a standstill owing to a failure of the company to settle for the right of way, as agreed upon.

**Thursday 21/10/1886 The Equity, Bryson Pontiac & Pacific Junction**

Coulonge. Our village resembles - on a large scale - mornings and evenings, with such swarms of railroad laborers as are constantly coming and going. On Saturday and Sunday last something over seventy arrived, and they have been coming in nearly at that rate since the work commenced here. The work is progressing rapidly, there being heavy gangs on all along from the township line up to the Coulonge crossing. Mr. McAdams is pushing things with a vengeance and

**21/10/1886 Cornwall Freeholder New York Central**

Ontario & Pacific Railway - The same issue of The Standard published a requisition addressed to Mayor James Leitch, of Cornwall, as follows:

"The Ontario & Pacific Railway, having executed a contract with the Dominion Government for a subsidy to their line, and the survey from Cornwall to Perth and the city of Ottawa through the townships of Cornwall, Osnabrock and Finch and the counties of Russell, Carleton and Lanark being now about completed and the line located, we believe the time has come when the town of Cornwall should give substantial aid to the enterprise.

"The interests of the manufacturers, merchants and citizens generally demand increased railway facilities, such as a connection with the Canadian Pacific Railway, as afforded by the above line will confer at South Finch.

"This will secure for Cornwall, besides many other advantages, the trade of the United Counties, now being diverted to other localities.

"We therefore, solicit you to submit a bylaw to your council for the granting of such aid as may to that body seem necessary."

Besides prominent business men and private citizens, the requisition was signed by The Canada Cotton Manufacturing company, per A. McInnes; Cornwall Manufacturing company, per J.P. Watson, secretary; William Mack; L.A. Ross; J.M.M. Duff, manager, Cornwall Gas company; R.W. Turner, manager, Stormont Cotton company; William Hidge, Cornwall Spinning company; McIntyre & Campbell; C.W. Young, of The Freeholder. James Harper of The Standard and hundreds of others.

(Cornwall Standard-Freeholder : October 23, 1936)

**Friday 22/10/1886 Ottawa Journal Winchester**

The work of construction of the new Short Line Railroad is being pushed on with astonishing rapidity. Mr. A. Armstrong, of Merrickville, in conversation with a Journal reporter stated that the road from Smiths Falls to Merrickville was completed on Saturday 9th inst. And that on the Monday following a construction train ran from Smiths Falls to Merrickville. The company have made arrangements to have the Perth train, which runs from Smiths Falls to Perth, run down to Merrickville, so that on Monday next the first passenger and freight train will run from Perth to Merrickville and return. Workmen are engaged building the station at Merrickville. It will be situated just above the bridge over the Rideau on the north side of the river at the eastern extremity of the village.

"How about the bridge across the Rideau?"

"Well, they are still working on it. All the piers will be finished in a short time and part of the ironwork and woodwork has been commenced. I think it will be finished about the 1st of December."

"Is any of the line below Merrickville constructed?"

"Yes. All the line from Perth to Ste. Anne's is graded and ready for the rails but the bridges are not built yet, consequently I think the connections will not be made till mid winter. The track is laid all the way from Kemptville to Merrickville and construction trains are carrying supplies from the opposite side of the river at Merrickville to four miles below Kemptville where the track ends. As soon as the bridge is built the freight and passenger trains will run to Kemptville, and from appearances, I think that by the month of February the entire line will be completed, and through trains will run from the Pacific coast over the main line of the C.P.R. and connect with the new short line above Perth, and run over it to Montreal. Thus this line will make a short air line by which the through freight of the Canadian Pacific Railroad can be carried through to or from Montreal without delay.

**Saturday 23/10/1886 Ottawa Journal Winchester**

Train after train laden with steel rails for use on the Short Line are passing through the city daily.

**Monday 25/10/1886 Ottawa Journal Sussex Street**

The dyke at New Edinburgh is about completed and will likely prevent an occurrence of the annual spring floods. The stonework is of the most substantial nature, while the C.P.R. track, quite a barrier in itself, has been raised to the necessary height.

**Thursday 28/10/1886 Ottawa Journal Canada Atlantic**

One of the largest excursions that ever left Ottawa by the Canada Atlantic Railway, left here Tuesday for New York to Witness the unveiling of the Bartholdi monument of liberty enlightening the world.

**Thursday 02/11/1886 Ottawa Journal Carleton Place Union Depot Chaudiere**

The C.P.R. Company is filling in the low stretch leading to Union depot, making it even with the roadway. When completed the job will prove a good one.

**03/11/1886 Athens Reporter Westport**

English Capitalists Might Buy Bonds; RG Hervey Still Contractor

With reference to the meeting of the Board of Directors of this line held on the 24th ult (October), the Recorder of the 27th says: - The rumor to the effect that the directors of this road were going to throw over the contractor, Mr. Hervey, it seems is incorrect, and we are told that the matter was not discussed at the board meeting. Col Cole informs us that he yesterday received a letter from George R. Sampson of London Eng. saying the London people were ready to carry out the purchase of the bonds of the road if a proper power of attorney were sent him. The president of the board, who was on his way to Ottawa was intercepted at the station and the necessary papers signed. We understood that all this was done last month and the money was to be paid into the bank at New York on October 1st, but in view of this letter we presume there was some informality in the papers. We cannot see why there should be so much difficulty in raising funds for this road. We are told that the English capitalists are willing to take the bonds at a fair price, and if such is the case surely the board ought to be able to negotiate the bonds themselves if the contractor is unable to do so. The unfortunate failure to provide funds has entailed a great deal of hardship on both the sub-contractors and the country merchants and people who have been boarding the employees all summer without pay, and we sincerely hope the money will be forthcoming soon.

**Thursday 04/11/1886 Ottawa Citizen Winchester**

The short line railroad from Smiths Falls to Montreal is now well advanced towards completion. Trains are now running from Smiths Falls to Merrickville and from Bell's Corners (sic) to Kemptville. the St. Anne's, Oxford Mills and Kemptville bridges are now nearing completion by which time straight connections with Montreal will be made.

**Thursday 04/11/1886 The Equity, Bryson Pontiac & Pacific Junction**

The station at Mr. Clark's is rapidly approaching completion. It is a very neat commodious structure built of clean, well selectred lumber, well finished both inside and out, and on the whole presents a better appearance than the other stations along the line, although differing from them only in one particular, viz. having a door at the back. A new road has been built by the company from the station to the main road, which is indeed a credit to the builders.

Telephone communication has been established at the office of the company at Mr. Clarke's.

Tracklaying has been discontinued for a short time so as to allow the grading contractors to get a little ahead. The iron is now laid and track laying almost completed to a point some distance beyond Bernard Creek. The whistle of the construction engine can plainly be heard in Coulonge village. It is hoped a regular daily passenger train may be running to the latter point about the time the frost sets in, as it is conceded the road will be ready for traffic from Aylmer to Fort Coulonge at the end of the present month, and at the rate the work is now being pushed, there is no room to doubt this statement. This would be a great boon to the people of the back and upper part of Pontiac, as far at least as Waltham.

The masonry work for the bridge at McLellan's creek was finished on Saturday last and the workmen removed to Bernard's Creek. The iron will not be raised until the abutments at the latter are completed when both iron superstructures will be raised simultaneously.

Fence posts have been sunk up as far as Campbell's. The ground here about the station is being levelled off and otherwise prepared for the opening of traffic.

On the whole the work is progressing vigorously almost at Pacific Railway speed. The construction of the Coulonge bridge will be begun this winter and completed in the spring.

**Thursday 04/11/1886 Ottawa Journal Winchester**

Trains on the Short Line railway are now running from Smiths Falls to Merrickville and from Bells Corners to Kemptville. The St. Anne's, Oxford Mills and Kemptville bridges are now nearing completion, by which time straight connection with Montreal will be made.

**Friday 05/11/1886 Ottawa Journal Pontiac & Pacific Junction**

Track laying on the Pontiac & Pacific J. railway has been discontinued to allow the grading contractors to get a little ahead. The iron is now laid and track laying almost completed to a point some distance beyond Bernard Creek. The whistle of the construction engine can plainly be heard in Coulonge village. It is hoped regular daily passenger trains may be running to the latter point about the time the frost sets in, as it is conceded the road will be ready for traffic from Aylmer to Fort Coulonge, at the end of the present month, and at the rate the work is now being pushed, there is no room to doubt this statement. This would be a great boon to the people of the back and upper Pontiac as far at least as Waltham.

The masonry work for the bridge at McLennan's Creek was finished on Saturday last and the workmen removed to Bernard Creek. The iron will not be raised until the abutments at the latter are completed, when both iron superstructures will be raised simultaneously.

On the whole the work is progressing vigorously almost at Pacific Railway speed. The construction of the Coulonge bridge will be begun this winter and completed in the spring.

**Saturday 06/11/1886 Ottawa Free Press Chaudiere Chaudiere**

Every effort is being made to have the new fire station on Duke street completed before the winter sets in. The hose tower is almost completed while almost all that remains to be done with the Main building is the completion of the interior fittings.--

**Wednesday 10/11/1886 Ottawa Free Press Sussex Street**

The work of heightening the grade from the old St. Lawrence and Ottawa engine house along the line, is completed. The work has been well carried to a successful termination by Mr. Wallace, for 20 years a roadmaster under the old company. The line has been sufficiently raised to do away with all fears of floods.

**Wednesday 10/11/1886 Ottawa Citizen Canada Atlantic**

Canada Atlantic builder.

A large number of employees of the Canada Atlantic Railway assembled in the parlour of the Russell last evening to take part in a presentation of a farewell address to Mr. D.C. Linsley, the contractor for the road who handed it over to the company on the 1st September last.

More.

Mr. E.J. Chamberlain was appointed manager.

**Thursday 11/11/1886 The Equity, Bryson Pontiac & Pacific Junction**

A special train, containing several railway officials, among them the Hon. L.R. Church, president accompanied by some of the citizens of Shawville and Aylmer, ran up to the end of the iron the fore part of this week.

It is expected the rails will be laid into Fort Coulonge in about 3 weeks time.

Mr. Light, Prov. Government railway inspector, in his report on the Pontiac Pacific Railway says the road compares favorably with any road in the Dominion, and is capable of carrying trains at the rate of forty miles an hour with perfect safety. It is an established fact that the Pontiac road is capable of carrying 30 per cent more freight than the C.P.R. In the course of a week or two we hope to publish the full text of Mr. Light's report, having been promised, through the kindness of the president, the Hon. L.R. Church, a copy of the same.

**Friday 12/11/1886 Ottawa Free Press Ottawa City Passenger**

Owing to catching the street railway lines, an express waggon going down Rideau street this morning collided with one of the Canadian express company's rigs near the corner of Sussex street. The Canadian express lost a hind wheel, whilst the other rig, which was from the country, lost both the front wheels, and the ground was strewn with the buffalo robes, and straw which it contained.

**Friday 12/11/1886 Ottawa Free Press Chaudiere Chaudiere**

It is reported that one reason why the Chaudiere extension of the C.A.R. has not been pushed this year is the enormous prices demanded by certain land owners on the Flats, for the privilege of running through their property. The owner of one lot, it is said, has asked \$1,700.

12/11/1886 *Perth Courier*

*Westport*

Poor Financial Conditions (Brockville Monitor)

Mr. Hervey, the railway conductor does not produce the funds needed to meet the claims of the sub-contractors nor to pay for the right of way and so forth. A good deal of work has been done along the line and it certainly is a great pity if the concern now sticks in the mud. As a matter of course not a single municipality is likely to pay over its debentures until the by-law conditions are fulfilled. The Brockville debentures have all been signed, sealed and ready for delivery some time ago but whether they have been handed over to the trustee or not we cannot say. The town has already been pretty well fooled in connection with the railway entrance at the west end and it is to be hoped there will be no second edition of that business. Meanwhile it would appear as if the GTR had an idea of heading us off.

**Friday** 12/11/1886 *Renfrew Mercury* *Belleville* *Perth*

The two new boilers for the Perth car shops will be of steel, sixteen feet long, fifty or sixty horse power each, with all the latest improvements. The steel for their construction is coming from England, and the boilers will be made in Montreal.

**Monday** 15/11/1886 *Ottawa Journal* *Pontiac & Pacific Junction*

A special train from Shawville on the Pontiac Pacific Junction Railway, on board of which were: Superintendent A.H. Legge, Mr. J. Woodrow of Ottawa, Mr. W. Picken of Montreal and Detective McPherson, covered the distance between the above named place and Aylmer, a distance of 40 miles in 50 minutes. This is splendid time considering the rough condition of the road.

**Wednesday** 17/11/1886 *Ottawa Citizen* *Canada Atlantic* *Bearbrook*

Mr. J.F. Wilson of Bearbrook was in town yesterday. Some one thousand dollars have been raised by the residents and property owners of that locality towards the erection of a railway station shed, and it is understood that the Canada Atlantic authorities have consented to make it a stopping place.

**Wednesday** 17/11/1886 *Ottawa Journal* *Pontiac & Pacific Junction*

It is reported that while trains are passing over the Pontiac and Pacific Railway near Quyon, stones are frequently thrown at the windows. A few days ago while the train was coming from Shawville, the engineer saw two men step out and throw two stones which went through the window of one of the passenger cars, in very close proximity to one of the passengers.

Also reported in the Ottawa Free Press, same date.

**Thursday** 18/11/1886 *The Equity, Bryson* *Brockville* *Bellamy's*

The Canadian Pacific Railway station at Bellamy's was destroyed by fire on Saturday. The loss will exceed \$2,000. The origin of the fire is unknown.

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

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

19/11/1886 *Perth Courier* *Westport*

Slow Progress at Philippsville

The B&W railway, writes a Philippsville correspondent, is progressing very slowly owing to scarcity of money. For some reason the contractors cannot get the cash to pay the men for the work nor for supplies that they use on the line. The merchants of this place report that they have not received one dollar for goods furnished to the contractors since they commenced the road. .... The grading from Westport to Unionville is nearly all done with the exception of some heavy cuts. A part of the culverts is built.

**Monday** 22/11/1886 *Ottawa Journal* *Buckingham*

It is understood the branch line freight railway service from Buckingham station to Buckingham village will be discontinued in the course of a few days for the winter and supplies are being hurried forward as rapidly as possible.

**Thursday** 23/11/1886 *Ottawa Journal* *Winchester*

The C.P.R. authorities say the new short line between Smiths Falls and Montreal will be the best piece of road on the line. The route is good and the rails are to be heavier and better material than is generally used. The new bridge across the Rideau river at Merrickville will not be finished for two months yet. The five piers are each forty-five feet high, in order to let boats pass underneath. Property in both Merrickville and Smiths Falls has enhanced considerably in value since the starting of this work.

**Wednesday** 24/11/1886 *Ottawa Citizen* *Winchester*

The bridge over the Rideau River at Merrickville, for the C.P.R. short line, is not expected to be finished for two months yet. The new line is expected to be as good a piece of work as any in the whole of the C.P.R. The rails are to be heavier than those commonly used.

24/11/1886 *Athens Reporter* *Westport*

Italian Laborers Arrive In Brockville in Destitute Condition

A number of Italians who had been working on the B&W RR and who could not get their pay, reached Brockville last week in a destitute condition. Some of them sold their time at a shave of 50%. The poor fellows were loud in their denunciations and made dire threat of raising an Italian regiment in New York which would come over here and clean out this country.

**Thursday** 25/11/1886 *The Equity, Bryson* *Pontiac & Pacific Junction* *Coulouge*

On Tuesday evening of last week a car load of freight was delivered to this village. Illegible

Paddy O'Grady has completed his second contract, and now he is anxious that the road should be pushed across the Coulouge at once, as he thinks seriously of taking a ten mile contract next time. Paddy thinks that he and his boy would be equal to the emergency, as he has a plan of a new fangled steam shovel and scraper combined all ready to be patented.

**Friday** 26/11/1886 *Renfrew Mercury* *Chalk River*

The Canadian Pacific Railway are at present preparing for the rapid substitution of an iron bridge for the present wooden structure known as the "second bridge" over the Bonnechere. A large quantity of stone has been brought in for the foundation, all cut and numbered ready for a quick splicing together.

**Monday** 29/11/1886 *Ottawa Journal* *Ottawa City Passenger*

The cars made their first appearance on runners this morning.

**Tuesday** 30/11/1886 *Ottawa Citizen* *Pontiac & Pacific Junction* *Fort Coulouge*

Through the courtesy of Mr. Legge, managing superintendent of the Pontiac and Pacific Railway, a first class passenger car was placed on the line yesterday morning at Fort Coulouge, a distance of sixty-one miles from Aylmer, the first passenger car to pass over the road, which is now ballasted to that point. Among the passengers were the Hon. John Bryson, Mr. John Bryson M.P., George Bryson jr., James G. Bryson, James W. Bryson, Miss McGaw, Philadelphia and Miss. Clarke, Aylmer. The party thoroughly enjoyed the trip and were landed at the Capital at 11.30 a.m. having left Fort Coulouge at 6 a.m. It is expected that the road will be opened about the 10th of December. It promises to supply the long felt want of that section of the country; it will provide a valuable leader to the Canadian Pacific; and will be of great benefit to Ottawa.

Similar report in the Ottawa Free Press, same date.

**Wednesday 01/12/1886 Ottawa Journal Canada Atlantic Roxboro**  
A new station has been built by the Canada Atlantic Railway at Roxboro. The station is now in charge of Mr. A.B. Taylor of the C.A.R. freight sheds of this city.

**Thursday 02/12/1886 Ottawa Journal Winchester**  
Construction on the Smiths Falls short line is still being rushed forward. Ballast trains are now running from Smiths Falls to Merrickville, and the rails have also been laid from Kemptville to South Finch. The road has also been built from Montreal to Ste. Polycarpe, leaving an uncompleted gap of twenty-six miles extending from the latter place to South Finch. Trains will run over the line early in February.

**Thursday 02/12/1886 The Equity, Bryson Pontiac & Pacific Junction Coulonge**  
Grading up to the edge of the Coulonge River was completed this week. No more grading will be done, we understand, until the opening of spring. It is contemplated, however, to proceed with the preliminary work of the Coulonge River iron bridge this winter. The abutments will be built and everything made ready for the iron, which will be put up early in the spring.  
It is expected daily passenger trains will be running from Coulonge by the end of this month.  
The plans and specifications for the station and freight shed at Coulonge have been completed and the contract for building the same has been let to Stephen Smith. In view of Coulonge being a very important point on the line, the station will be a large and consequently a more expensive building than those already erected.

**08/12/1886 Athens Reporter Westport**  
Promoters to Try to Make Arrangements to Complete the Road  
We understand that it is the intention of the promoters of the railway to call a meeting of those having contracts or who are in any connected with the road, to try to come to some arrangement whereby the work may be pushed to completion as speedily as possible. We are not at liberty to state what the propositions are, but we believe that the arrangements will be such as will ensure the early completion of the line.

**Thursday 09/12/1886 The Equity, Bryson Pontiac & Pacific Junction**  
Coulonge. Quite a strong force of men are working away at the station here, and it promises to be quite a grand affair. A considerable amount of freight is arriving here already.

**Thursday 09/12/1886 Ottawa Journal Pontiac & Pacific Junction**  
Mr. H.J. Beemer, vice-president and general manager of the Pontiac and Pacific Junction Railway, recently inspected the road in company with Mr. J.L. Prince, the general freight agent in the United States of the Quebec Central railroad. It is understood that Mr. Prince will shortly take charge of the passenger and traffic business of the P.& P.J. R. Mr. Beemer is endeavoring to acquire the Aylmer branch of the C.P.R., and failing this, will construct an independent line to Hull.

**Thursday 09/12/1886 Ottawa Journal Winchester**  
Mr. T.G. Shannesay (sic), assistant general manager of the C.P.R. was in Toronto yesterday. In conversation with a reporter he said that only 37 miles of track now had to be laid to complete the air line of the C.P.R. from Smiths Falls to Montreal. The masonry for the bridges was completed and the iron work was being put in its place. He thought the road would be ready for opening about the 1st of May next. It could be opened earlier, only the company wanted to have it in first class

**Friday 10/12/1886 Ottawa Journal Canada Atlantic**  
The C.A.R. have made new stations at Bearbrook, Roxboro and Valleyfield at which all trains are timed to stop. The new order of things is to commence at 12 o'clock noon Sunday.

**Friday 10/12/1886 Ottawa Journal Belleville Perth**  
Two splendid new boilers from the company's works in Montreal have arrived at Perth for the C.P.R. car shops and workmen are now placing them in position in the boiler house. They are expected to be ready for firing up about Christmas. The shops will then have ample motive power.

**Saturday 11/12/1886 Ottawa Free Press Canada Atlantic**  
The new engines ordered specially for freight purposes by the C.A.Ry. are expected to arrive very shortly. They are to be of very powerful construction.

**Monday 13/12/1886 Ottawa Journal Prescott Rideau River**  
Brakeman Britt killed by falling off a freight train. Last seen at Chaudiere station - more.

**Saturday 15/12/1886 Ottawa Free Press Sussex Street**  
The clerk of the corporation of New Edinburgh has received a bill from the Canadian Pacific railway for filling in the embankment for the dike. The raising of the railway embankment and cost of labor is billed at \$1,539, cost of labor and stone rip \$86, train hauling, filling and ballasting \$750, closing up and raising cattle guards and culverts \$175. The total amount is \$2,500. The corporation thinks that if the work is solid and lasting that they have a satisfactory job.

**15/12/1886 Athens Reporter Westport**  
Soperton Station - Thunder of Dynamite Has Died Away  
This law abiding, peace loving, temperate, prosperous, industrious, high-toned community of farmers are pursuing in undisturbed tranquility the even tenor of their ways. The thunder storm of dynamite had died away, and only an occasional boom reverberates in the distance. The riven rocks give proof that it rivals the thunderbolt of heaven in energy and force. Facts follow close on the footsteps of thought, for in a little while the drowsy sleeper will be aroused from his dreams by the vanishing express as it moves to the tune of "Roll on sweet moments and guide the traveller home."

**Thursday 16/12/1886 The Equity, Bryson Pontiac & Pacific Junction**  
The first load of stone for the Coulonge bridge arrived there last week. The railway, it is hoped by the inhabitants of the upper end, will be pushed up as far as Ferguson's Point before crossing the river.  
Daily train service between Coulonge and Aylmer will be commenced some day this week. It is then expected that all mail contracts will be cancelled and new contracts entered into, as it is a wise and necessary policy to have our mail matter carried by the P. & P. J. railway.  
On Monday last a staff of engineers went up country to measure a projected line from Black River to the head of the Allumette Island.

**Friday 17/12/1886 Ottawa Journal Pontiac & Pacific Junction**  
The first load of stone for the Coulonge bridge arrived there last week. The railway, it is hoped by the residents of the upper end, will be pushed up as far as Ferguson's Point before crossing the Ottawa.  
Daily train service between Coulonge and Aylmer will be commenced some day this week. It is expected that all mail contracts will be cancelled and new contracts entered into, as it is a wise and necessary policy to have all our mail matter carried by the P.P.J. railway.  
On Monday last a staff of engineers went up the country to measure a projected line from Black River to the head of Allumette Island. - Bryson Equity.

**Monday 20/12/1886 Ottawa Free Press Ottawa City Passenger**  
It is remarkable how few persons avail themselves of the tram cars at this season. If the cars were only enlarged and a small stove fitted in each, foot passengers would be comparatively scarce.

**Monday 20/12/1886 Ottawa Journal Chaudiere Chaudiere**  
The new No. 1 station is now completed and will be occupied very soon.

**Tuesday 23/12/1886 Ottawa Free Press Ottawa City Passenger**

The street trams are daily crowded and would be a boon to the public if they only moved a little faster. Their rate of progression is, to say the very best of it, awfully slow.

**Thursday 23/12/1886 The Equity, Bryson Pontiac & Pacific Junction**

The iron superstructures of the bridges at Stevenson's and Bernard's creeks are to be put up at once. Mr. William Hasler, foreman of the Dominion Bridge Company, has come to execute the work. He is accompanied by Mr. A. McKenzie, of this village, who has been employed by the company at Lachine for the past few months.

Mr. Ridout, Government engineer, inspected the line as far as Coulonge last Tuesday. He was highly pleased with the character of the road and will, we have no doubt, report very favorably. The trip from Shawville to Coulonge and return was made in three hours.

**Thursday 30/12/1886 The Equity, Bryson Pontiac & Pacific Junction**

In consequence of the regular railway traffic having been opened with Fort Coulonge. Messrs. Hobbs have discontinued their stage line between Shawville and this village.

Coulonge. The P. & P. J. railway is now running regular daily trains between Coulonge and Aylmer, leaving here at six o'clock every morning. They have not arrived here very regularly yet, on account of snow drifts, etc., but I think it is the intention to arrive here about nine p.m.

**Friday 31/12/1886 Renfrew Mercury Eganville**

It is understood that a meeting will shortly be held at Eganville and other points to ascertain the feelings of the people in regard to the extension of the K. & P. from Renfrew. It is proposed that an effort be made to extend the line to Combermere and make connection with the Irondale railway, now well under way in construction, which would be of more benefit to the company and the country in general. - Kingston Whig.